

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5072

號七十月正年二十三緒光

SATURDAY, FEBRUARY 10, 1906.

六拜禮

號十月二英曆西

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$10,000,000
Reserve Fund.....\$18,500,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,500,000
REVENUE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. S. Esq., Chairman.
A. H. Esq., Deputy Chairman.
Hon. G. W. Dickson, Esq., F. Salinger, Esq.,
E. Goetz, Esq., E. Schellin, Esq.,
C. R. Leimann, Esq., Hon. R. Shawan,
G. H. Medhurst, Esq., N. A. Siebs, Esq.,
A. J. Raymond, Esq.,

CHIEF MANAGER:
H. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per Cent per Annum.
For 6 months, 4 1/2 per Cent per Annum.
For 12 months, 5 per Cent per Annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 16th November, 1905.

HONGKONG SAVINGS BANK.

Business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per Cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....\$1,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

Hongkong, 9th September, 1905.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP.....18,000,000
CAPITAL UNCALLED.....6,000,000
RESERVE FUND.....9,040,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HONOLULU,
NAGASAKI, SHANGHAI,
YOKO, NEWCHANG,
SAN FRANCISCO, MUEYEN,
HOMBAI, PORT ARTHUR,
TIENSIN, CHEFOO,
PEKING, DALNY,
KOBE, TIE-LING,
LONDON, OSAKA,
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per annum on the daily balance.
On fixed deposits for 12 months at 5 per Cent.

On fixed deposits for 6 months at 4 1/2 per Cent.

On fixed deposits for 3 months at 4 per Cent.

On fixed deposits for 1 month at 3 1/2 per Cent.

On fixed deposits for 1 week at 3 per Cent.

On fixed deposits for 1 day at 2 1/2 per Cent.

On fixed deposits for 1 hour at 2 per Cent.

On fixed deposits for 1 minute at 1 1/2 per Cent.

On fixed deposits for 1 second at 1 per Cent.

On fixed deposits for 1 millisecond at 1/2 per Cent.

On fixed deposits for 1 microsecond at 1/4 per Cent.

On fixed deposits for 1 nanosecond at 1/8 per Cent.

On fixed deposits for 1 picosecond at 1/16 per Cent.

On fixed deposits for 1 femtosecond at 1/32 per Cent.

On fixed deposits for 1 attosecond at 1/64 per Cent.

On fixed deposits for 1 zeptosecond at 1/128 per Cent.

On fixed deposits for 1 yoctosecond at 1/256 per Cent.

On fixed deposits for 1 rontosecond at 1/512 per Cent.

On fixed deposits for 1 quectosecond at 1/1024 per Cent.

On fixed deposits for 1 hectosecond at 1/2048 per Cent.

On fixed deposits for 1 decasecond at 1/4096 per Cent.

On fixed deposits for 1 centisecond at 1/8192 per Cent.

On fixed deposits for 1 decisecond at 1/16384 per Cent.

On fixed deposits for 1 second at 1/32768 per Cent.

On fixed deposits for 1 minute at 1/65536 per Cent.

On fixed deposits for 1 hour at 1/131072 per Cent.

On fixed deposits for 1 day at 1/262144 per Cent.

On fixed deposits for 1 week at 1/524288 per Cent.

On fixed deposits for 1 month at 1/1048576 per Cent.

On fixed deposits for 1 year at 1/2097152 per Cent.

On fixed deposits for 10 years at 1/4194304 per Cent.

On fixed deposits for 100 years at 1/8388608 per Cent.

On fixed deposits for 1000 years at 1/16777216 per Cent.

On fixed deposits for 10000 years at 1/33554432 per Cent.

On fixed deposits for 100000 years at 1/67108864 per Cent.

On fixed deposits for 1000000 years at 1/134217728 per Cent.

On fixed deposits for 10000000 years at 1/268435456 per Cent.

On fixed deposits for 100000000 years at 1/536870912 per Cent.

On fixed deposits for 1000000000 years at 1/1073741824 per Cent.

On fixed deposits for 10000000000 years at 1/2147483648 per Cent.

On fixed deposits for 100000000000 years at 1/4294967296 per Cent.

On fixed deposits for 1000000000000 years at 1/8589934592 per Cent.

On fixed deposits for 10000000000000 years at 1/17179869184 per Cent.

On fixed deposits for 100000000000000 years at 1/34359738368 per Cent.

On fixed deposits for 1000000000000000 years at 1/68719476736 per Cent.

On fixed deposits for 10000000000000000 years at 1/137438953472 per Cent.

On fixed deposits for 100000000000000000 years at 1/274877906944 per Cent.

On fixed deposits for 1000000000000000000 years at 1/549755813888 per Cent.

On fixed deposits for 10000000000000000000 years at 1/1099511627776 per Cent.

On fixed deposits for 100000000000000000000 years at 1/2199023255552 per Cent.

On fixed deposits for 1000000000000000000000 years at 1/4398046511104 per Cent.

On fixed deposits for 10000000000000000000000 years at 1/8796093022208 per Cent.

On fixed deposits for 100000000000000000000000 years at 1/17592186044416 per Cent.

On fixed deposits for 1000000000000000000000000 years at 1/35184372088832 per Cent.

On fixed deposits for 10000000000000000000000000 years at 1/70368744177664 per Cent.

On fixed deposits for 100000000000000000000000000 years at 1/140737488355328 per Cent.

On fixed deposits for 1000000000000000000000000000 years at 1/281474976710656 per Cent.

On fixed deposits for 10000000000000000000000000000 years at 1/562949953421312 per Cent.

On fixed deposits for 100000000000000000000000000000 years at 1/1125899906842624 per Cent.

On fixed deposits for 1000000000000000000000000000000 years at 1/2251799813685248 per Cent.

On fixed deposits for 10000000000000000000000000000000 years at 1/4503599627370496 per Cent.

On fixed deposits for 100000000000000000000000000000000 years at 1/9007199254740992 per Cent.

On fixed deposits for 1000000000000000000000000000000000 years at 1/18014398509481984 per Cent.

On fixed deposits for 10000000000000000000000000000000000 years at 1/36028797018963968 per Cent.

On fixed deposits for 100000000000000000000000000000000000 years at 1/72057594037927936 per Cent.

On fixed deposits for 1000000000000000000000000000000000000 years at 1/144115188075855872 per Cent.

On fixed deposits for 10000000000000000000000000000000000000 years at 1/288230376151711744 per Cent.

On fixed deposits for 100000000000000000000000000000000000000 years at 1/576460752303423488 per Cent.

On fixed deposits for 1000000000000000000000000000000000000000 years at 1/1152921504606846976 per Cent.

On fixed deposits for 100 years at 1/2305843009213693952 per Cent.

On fixed deposits for 1000 years at 1/4611686018427387904 per Cent.

On fixed deposits for 100 years at 1/9223372036854775808 per Cent.

On fixed deposits for 1000 years at 1/18446744073709551616 per Cent.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	SHIP	TO SAIL ON	REMARKS.
SINGAPORE and BOMBAY	PEKIN	12th Feb.	Freight only.
(Calling at Penang if sufficient inducement offers)	W. R. Le Mare, R.N.R.	5 P.M.	
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	JAPAN	About 14th February	Freight and Passage.
	E. P. M. rin, R.N.R.		
YOKOHAMA via SHANGHAI, MOJI and KOBE	PERA	About 14th February	Freight only.
	A. L. Valentini		
YOKOHAMA via SHANGHAI, MOJI and KOBE	BANCA	About 15th February	Freight only.
	J. H. Fergusson		
YOKOHAMA via SHANGHAI, MOJI and KOBE	JAVA	About 20th February	Freight and Passage.
	S. Barcham		
SHANGHAI	DELTA	About 23rd February	Freight and Passage.
	C. L. Daniel		
LONDON, &c.	DELHI	Noon 24th Feb.	See Special Advertisement.
	J. D. Andrews, R.N.R.		

For Further Particulars, apply to: E. A. HEWETT, Superintendent.

Hongkong, 10th February, 1906.

Intimations.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN SUIT CASES.



A LARGE SELECTION OF CABIN TRUNKS IN LEATHER, CANVAS, STEEL, CANE, ETC. ALL SIZES IN LEATHER KIT BAGS, HOLDALLS, COLLAR BOXES, HAT CASES, RUGS. ALL KINDS OF TRAVELLERS' REQUISITES.

LANE, CRAWFORD & CO.

Hongkong, 7th February, 1906.

AQUARIUS

SPARKLING MINERAL TABLE WATER; Qts., Pts. & Splits. SILENT WATER; Qts. STONE GINGER BEER. GINGER ALE. TONIC.

LEMONADE. PURE TREBLE DISTILLED WATER. ONLY is used in the Manufacture of these Beverages. and by these means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong, 1st February, 1906.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED. LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS. The most effective of all Hand-Fire Extinguishing Apparatus. NO PUMPS. NO ROSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING. Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION. "MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weighs only 10 lbs. when full. Maximum of simplicity and effect.

Is self-acting. Extinguishes all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

Hongkong, 10th May, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong 28th May, 1899.

GREEN ISLAND CEMENT COMPANY, LIMITED. PORTLAND CEMENT. In Casks of 375 lbs. net \$4.75 per Cask ex Factory. In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers. Hongkong, 30th September, 1905.

Intimations.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. on MONDAY, TUESDAY and WEDNESDAY, the 12th, 13th and 14th instant.

Hongkong, 6th February, 1906.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business at 11.45 A.M. on MONDAY, TUESDAY and WEDNESDAY, the 12th, 13th and 14th instant, respectively.

By Order, A. R. LOWE, Secretary.

Hongkong, 9th February, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons	Captain H. D. Jones
"POWAN"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN"	2,260 "	R. D. Thomas
"HANKOW"	3,073 "	C. V. Lloyd
"KINSHAN"	1,995 "	J. J. Lossius

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 559 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howjick, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

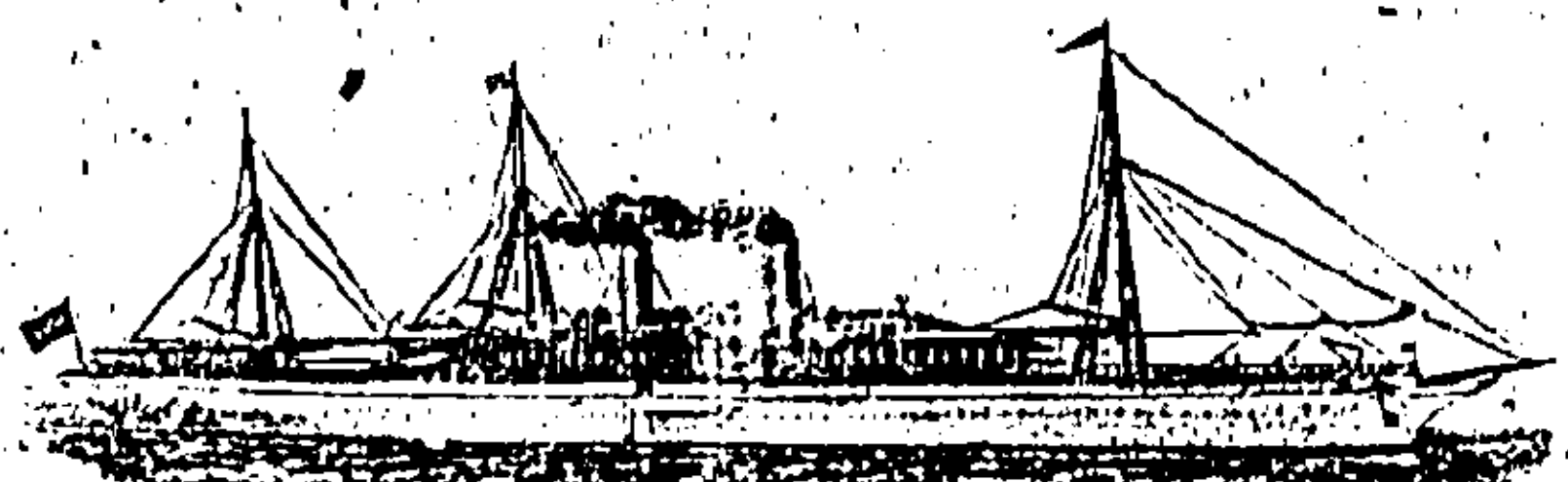
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line," Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,415	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Mar. 28	Apr. 18
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	6,000	WEDNESDAY, April 18	May 9

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 Hongkong, 7th February, 1906. Corner Peddar Street and Praya, opposite Blaka Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st Feb. } Freight.
LIBERIA	HAMBURG. (Calling at SINGAPORE).	27th Feb. } Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March } Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March } Freight.
SILESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April } Freight and Passengers.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 9th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
DAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
DAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th February; Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class.	2nd Class.	3rd Class.
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,303	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class.
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	MONDAY, 12th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 14th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAYERN	WEDNESDAY, 28th Feb.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class.
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th February, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 20.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Jodas A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I. and Watkins. Yokohama, May 23rd, 1905.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	MARSEILLES & LONDON.	2 days earlier.	(London 1 day later).

	Tons.	Noon, Saturday.		Tons.	Saturday.	Friday.
ARCADIA	7,000.	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000.	Feb. 24	MOLDAVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000.	Mar. 10	MONGOLIA	10,000	April 7	April 13
DELTA	8,000.	Mar. 24	MOOLTAN	10,000	April 21	April 27
OCEANA	7,000.	April 7	MARMORA	10,500	May 5	May 11
					Sunday.	Saturday.

ARCADIA	7,000...	April 21...	VICTORIA	7,000 ...	May 10...	May 26
DEVANIA.....	8,000...	May 5...	HIMALAYA	7,000 ...	June 3...	June 9
DELHI	8,000...	May 19...	INDIA	8,000 ...	June 17...	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUE AT LONDON
JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	Apr. 14
NUBIA	6,000	Mar. 14	Apr. 28
JAVA	4,500	Mar. 28	May 12
FORMOSA	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to— E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING." SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI." SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILWONG	JAPAN	Second half February	JAVA PORTS	Second half February
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor. Hongkong, 8th February, 1906.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE
HONGKONG DISPENSARY.

IMPORTANT NOTICE.

IN ADDITION TO THE
5 PER CENT. DISCOUNT
ALREADY ADVERTISED,
FURTHER

REDUCTIONS

Have been made from this date IN THE
PRICES of many of the following—
PATENT MEDICINES,
INFANTS' FOODS,
SOAPS,
PERFUMES.

WE MAINTAIN THE LARGEST
and MOST COMPLETE STOCKS of
these GOODS in the Colony, and our
Stocks being frequently turned over, ensures
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS,
ETC., ETC., ETC.
ALEXANDRA BUILDINGS,
Hongkong, 20th January, 1906. [34]

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHAMPAGNES

PERINET

AND

FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND

ABSOLUTELY

GRAND VINS.

Hongkong, 27th July, 1905. [35-18]

NOTICE

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 10, 1906.

CANTON MISSION.

Despite the disturbances and troubles
which have aroused a spirit of unrest among the
population of the Kwangtung province
of China during the past year, it is evident
from the report of the Canton Mission of
the American Presbyterian Church that
good work is being accomplished in this
most fertile field of foreign endeavour. The
spirit of unrest may be attributed, of course,
to several causes, but chiefly to the en-
lightenment of the main body of the people,
the determination to have their public rights
and privileges respected, their recognition
that a new era of progress has opened for
the exploitation of the country—exhibited
in the construction of railways and the
strong stand made by the leaders of the
people against autocratic methods on the
part of Government officials—and the
vigorous propaganda work of the Chris-
tian Teachers in Canton and throughout the
province. A cursory glance at the work of
the American mission, and especially at the
sum total of the results achieved, shows
that there is every reason for satisfaction on
the part of the missionaries in that field.
The unpretentious brochure which has been
issued by the Mission of the American Pres-
byterian Church at Canton gives an account
of the work done at the various Kwangtung
agencies for the year ending August, 1905.
It therefore has no mention of the lament-
able tragedy which took place at Lien-chau
on 28th October last. Indeed, it cheerfully
comments on the return of Miss Chestnut,
M.D., to work after a severe illness.
But aside from that, the little volume
betrays a cheerful prospect which is not
shaken by a perusal of its figures. The
Chinese converts to Christianity are fre-
quently spoken of as "rice" Christians,
but these "rice" members contributed
over \$7,000 last year towards the work of
the Presbyterian Mission of Canton. An
interesting feature of the Mission work is the
educational and medical schemes which are
being carried on by the Mission. There are
no fewer than 1,424 pupils on the roll, and there
would be more were the accommodation at
the service of the Mission capable of being
increased; but, as usual, there is a lack
of funds for these purposes and consequent-
ly the labours of the missionaries is some-
what circumscribed. It is noteworthy that
among the beneficent institutions carried on
under the auspices of the Mission in the
Canton district are a "school for the blind,"
a "refuge for the insane," a "home for un-
tainted children of lepers." We have fre-
quently called attention to the Medical
College for Women and the Training School
for Nurses—two admirable charities, deserv-
ing of the utmost support. The member-
ship of the Mission is nearly 7,000 and there
were 1,500 additions last year. Altogether
the Canton Mission is filling a distinct niche
in the world's affairs and may be congrat-
ulated on the success attending its efforts.

LOCAL AND GENERAL.

ONE generation abandons the enterprises of
another like stranded vessels.

THE English mail of the 13th January was
delivered in London on the 9th inst.

A BLUEJACKET was this morning ordered to
pay a fine of \$3, at the Magistracy, for assault-
ing a cook at the King Edward Hotel and
afterwards assaulting a Chinese constable.

BARMIDS, the Bishop of Southwark tell us,
are peculiarly exposed to the risk of being
murdered. Possibly customers associate them
in the first paroxysms of anger with the liquors
they sell.

SERMONS will be preached and collections
made in St. John's Cathedral to-morrow, in aid
of the British and Foreign Bible Society.
The preacher at Evensong will be the Rev. A.
D. Stewart.

FOUR coolies were this morning fined \$5 each,
by Mr. C. A. D. Melbourne, at the Police
Court, for being in the servant's quarters of Dr.
Stedman's house at the Peak last night without
permission.

IT'S easy enough to get into trouble, but it's
harder task to find the exit.

DESIRING to take service with a family, a
general servant had only one fault to find. They
were vegetarians. After all, she said, she
didn't mind it so very much, but she did hope
that "beer was considered a vegetable."

EXTRAVAGANCE continues among the lower
classes. A carpenter summoned on a separation
order explained that his wife was a "lavelling
paw-ticket," and would pawn him if she could.
Probably something resembling a floating debt.

THERE is in use in the German army a new
invention, called the microphotocopy, which
consists of a map printed on glass, and
illuminated with a small electric lamp to be
used in night marches or during night operations.

WEDDING engagements in Turkestan begin
with the payment of a sum of money to the
girl's parents. If the girl fillets her lover the
engagement gift has to be returned, unless the
parents have another daughter to give as a
substitute.

THE three coolies who were remanded from
yesterday on a charge of the murder of Chan
Beng Chan were brought up at the Police
Court this morning. Medical evidence was
heard, and in the doctor's opinion death was
due to strangulation. The accused were then
committed to take their trial at the next
Criminal Sessions.

UPON the southern slopes of a range of hills
some twenty miles from London an old and
crippled keeper-ekes out his slender pension
by collecting and feeding snails, and finds a
ready sale for them in the foreign restaurants.
He also holds a standing order for all the
autumn-caught bumblebees he can collect, for
exportation to New Zealand. These bees
fertilize the flowers of clover plants.

THE Colonial Secretary has received the follow-
ing notification from the Government of
Madras:—"The Governor in Council is pleased
to direct that the regulations under the Venice
Sanitary Convention be imposed at all the
uninfected ports of the Madras Presidency
against arrivals from Hongkong, intimation
having been received that two fatal cases of
plague have occurred in Hongkong since the
3rd January, 1906."

IT may not be generally known that many of
the Queens of England have been in the habit
of choosing oaks in Windsor Forest to which
they have given their names. This, with the
date of choice, has been engraved on a brass
plate and fastened to the tree. Hence, in the
most beautiful part of the forest may be seen,
with seats round them, trees bearing the names
of Queen Elizabeth, Queen Caroline, Queen
Charlotte, and Queen Victoria.

ON the Naval Football ground at Happy
Valley, yesterday afternoon, the two rivals—
H.M.S. *Diadem* and the Royal Artillery—met
in the competition for the Hongkong Football
Shield. After a brilliant match the *Diadem* de-
feated their former victors in the Army Cup
competition by two goals to one. The playing
of both teams—and especially that of the sailors
was excellent. The *Diadem* quintette and the
halves played a "mechanical" game and pass-
ing was the order of the day. Special mention
must be made of Patterson, the Artillery's goal-
keeper, for from his play between the sticks he
is the mainstay of the team.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, Feb. 7th, 1906.
Since the beginning of the year there has
been hurried preparations made for the opening
of the new school, "Hok Tong," which the
Viceroy has ordered to be opened. The great-
est lack is teachers. It is most difficult to find
men at all qualified for the work of these new
schools. The teachers in the mission schools
are eagerly sought after. Men who have had
only a slight training in western studies find
no difficulty in finding situations. The salaries
paid are liberal compared with the salaries
paid teachers of the old schools. These
salaries run from \$30 a month upward. The
hours also are short. The schools are expected
to be in session six or seven hours for instruc-
tion. Sunday is a holiday. In fact the officials
are fast moving towards making Sunday a day
free from labour. Soldiers are all free from
duty on Sunday. The Chinese may soon
have a national rest-day corresponding to
the Sunday of western lands.

The methods of the gentry in securing
schools do not always meet with approval.
Ancestral halls and temples are appropriated
and in many cases this arouses bitter feeling.
The people attribute this appropriation of an-
cestral halls and temples to the influence of fore-
igners and especially to missionaries who have
to bear the brunt of all the malice and ill-will aroused.
In some places the gentry are using the
funds collected for schools for themselves. In
one neighbourhood the first bill of accounts
submitted the bills for opium and chair hire
used up a large part of the money collected,
and the people rose in indignant protest. These
things will happen. But the Chinese are tak-
ing hold of the new schools in such a way that
success is sure to follow. Many mistakes will
be made. Criticism should be mild, and the
teachers and committee should receive every
help and encouragement.

SMALLPOX.

There are a large number of smallpox cases
reported in several parts of the city. Some of
these cases may be seen on the streets. The
Chinese have little dread of this disease and
take no precautions to prevent its spread.

PLAQUE.

Several cases have been reported lately, and
the disease seems to be on the increase. In
the cities about Canton plague has been quite
bad. Judging by the activity in coffin-shops
the death rate in Canton during the past few
weeks has been high.

HUMPHREYS STATES.

INTERESTING PROCEEDINGS.

MR. J. R. MICHAEL AS QUESTIONER.

The annual meeting of the Humphreys
Estate and Finance Company, Limited, was
held in the office of the Company at noon
to-day—Mr. Henry Humphreys presiding.
There were present Messrs. A. G. Wood, C.
Ewens, J. A. Jupp, J. W. G. Bonnar, Captain
Goddard, Messrs. J. R. Michael, A. Turner,
Lo Cheung Shiu, Hop Kee, and Chang Chey
Man.

The Chairman read his speech as follows:
Gentlemen—I propose, with your permission,
to take the report and statement of accounts as
read. The past year has been conspicuous for
the inactivity of the property market and for
the first time for several years we have to come
before you without a single sale to record.
This of course has affected our profits, but not-
withstanding, we are able to give you a dividend
of 8% which, I trust, will be considered
satisfactory. Some shareholders would possibly
have liked to have seen a larger dividend paid
at the expense of the equalization of dividend
fund, but your general managers and directors
are not in favour of this being done as they do
not anticipate that this company will, for some
time to come, be in a position to earn more
than 8% from revenue only. They do not
therefore consider it would be sound finance to
draw upon this fund for the purpose of
maintaining any higher rate of dividend. As
you are centred in Kowloon and although there
has been a downward tendency in values at
Mongkok and Hunghom, there has been an
advance at Tsimshatsui, so that on the whole
our property has, I am glad to say, kept very
steady. In the early part of last year, your
directors took advantage of a temporary fall
in values to secure Kowloon marine lot 48
at what they considered a very cheap price.
The purchase was completed in July, subject to
a mortgage of \$100,000 (which mortgage ap-
pears amongst the liabilities). We have suffered
no losses from fire during the year, conse-
quently the Insurance Reserve Fund has been
increased by the sum of \$4,392.05 which re-
presents the value of our own underwriting.
With regard to the extensive building opera-
tions which we have been carrying out at
Kowloon fronting and adjacent to the Robinson
Road, it will be some months yet before the
work is completed. Seventeen terrace house
were however completed in September last and
are now all let. We do not contemplate en-
tering upon any new building contracts during
the year. I have no further remarks to make,
but if any shareholder has any questions to
ask, I shall be pleased to answer them.

Mr. Michael said he would like to ask a few
questions. In the first place he did not see in
the report that the age of the company was
mentioned.

The Chairman said that the age was pur-
posely omitted, because it was questionable
whether a mistake had not been previously
made.

Mr. Michael—It should have been stated
that this annual meeting is the twentieth?
The Chairman—That would refer to the age
of the Richmond Terrace Estate and Building
Company, but I don't think that Company's
age could be included in the life of the present
company.

Mr. Michael—But still the company's age is
50 years?
The Chairman—No, I think not. Because
this company has not been registered 50 years.
Mr. Michael—What do you think the age of
the company is?
The Chairman—Its age since its incorpora-
tion as a registered company—in 1891.

Mr. Michael—Very well. I find that the
amount invested on mortgage is \$84,421.991
and mortgage liabilities are \$130,000. Why is
it put that way?
The Chairman—The auditors think it better
to have it put that way.

Mr. Michael—You know about book-keeping?
The Chairman—The auditors decided the
matter.

Mr. Michael—You agreed to it? But I don't
think it is proper book-keeping.
The Chairman—It is not a question of book-
keeping, but following the auditors' advice.

Mr. Michael proceeded to quote the Hon.
Mr. Gershom Stewart's figures at the meeting
of Land Investment and Agency Company re-
lative to the increase in the saleable value of
the Colony. The increase amounted to an ad-
vance of 200 per cent since 1891. No doubt
there had been an advance in building to the
extent of 20, 50 or 100 per cent; he wanted to
know how the Company stood with regard to the
\$135,000 invested in property? Certainly, it
must have appreciated 100 per cent.

After some discussion,
Mr. Michael asked if when the whole prop-
erty was productive they would get a dividend
of \$135,000?

The Chairman—Yes.
Mr. Michael—Why did you say then that
you don't expect to be able to give us more
than 8 per cent? When the land is developed
we must expect more than that for a dividend?

The Chairman—What is your question?
Mr. Michael repeated the general drift of his
question.

The Chairman replied that 8 per cent was a
very good dividend as Mr. Michael knew be-
ing a landlord himself.

Mr. Michael—Never mind about that. He
wanted to know what the \$9,893 for commis-
sion meant?

The Chairman—I think you know about
that better than anyone else.

Mr. Michael—I don't know.
The Chairman—You paid it.

Mr. Michael—Profit on commission?
The Chairman—We had to put it in like that.
Mr. Michael said perhaps they thought it was
for the benefit of all. He quoted Mr. Gershom
Stewart's remarks that Mr. Granville Sharp's
estate at his death was valued at a million dol-
lars. A few years later it had increased to two
or three millions.

Mr. Turner—We don't deal in brothels.

Mr. Michael—I don't know what the prop-
erty was. I would simply like to know about it.

The Chairman explained that they had a
good deal of land that was not paying very
well yet and he thought the reason was that
Hunghom had been very much over-devel-
oped. Mr. Michael had said the results should
have been very much better considering the
time the Company had been in existence.
They held quite an opposite opinion. This
Company was a very sick child in its early
days. It started with six fever-stricken houses
in Richmond Terrace; subsequently a few
more became fever-stricken. Afterwards a lot
of land was taken in Kowloon and shares
given in exchange. Some years later that land
was not a source of strength but of weakness
because they had to pay ground rent and re-
ceived nothing at all in return. It would be
found the tendency of the Company had been
gradually to improve and strengthen the Com-
pany, and he thought if Mr. Michael consid-
ered that he would admit it himself.

Mr. Michael observed that the Company
once might have been a sick child but that
was 15 or 16 years ago. When did they think
it would become a strong man?

The Chairman remarked, in reply to further
questions, that the executors of an estate were
very careful how they held or changed property,
but a company, which had to pay dividend;
when they saw a chance of selling property to
advance they had to do so to please the
shareholders; and that was one reason why
Mr. Granville Sharp's estate increased in value
so much.

Mr. Michael asked why the rateable value of
land has gone up so much.

The Chairman—I think a good deal is due
to the erection of new buildings.

Mr. Michael—That is what I wanted to
know, and I am very glad to hear it.

The Chairman—You are very good.

The Chairman then moved the adoption of
the report and accounts.

Mr. Bonnar seconded.

Agreed unanimously.

Mr. Michael proposed the re-election of the
retiring directors, Messrs. Ewens, Wood, Slade,
van Buren, and Ho Tung.

Mr. Michael—Dividend warrants will be
ready on Monday. I thank you for your atten-
dances.

Mr. Michael hoped they would not think he
had been too inquisitive, but his occupation
made him inquisitive because he had told
people that the Company had a great future
before it and he had been termed a false
prophet.

Mr. Jupp—Nothing false about it.

The meeting then ended.

CORRESPONDENCE.

THE LIGHT THAT FAILED.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—Would it not be possible to induce
some of Hongkong's enterprising capitalists to
introduce into the Colony an Electric Light
Plant which would at least give us some light,
even at the present rate of 35 cents per unit?
I am informed that the charge made in Shang-
hai and many other places is some thirty per
cent less and there are no complaints.

There has been no current on since 7 a.m.
to-day, and all the lifts are consequently un-
workable. Is it not time that we wake up and
rebel against such iniquitous charges and
service?

It would be particularly unfortunate if there
should not be any lights in the streets, Govern-
ments House, etc., to-night.—Yours faithfully,
ONE SEEKING LIGHT.

Hongkong, February 10th, 1906, 11 a.m.

DEPARTURE OF MR. V. H. DEACON.

AN OLD HONGKONG RESIDENT.

A very old resident of Hongkong, Mr. V. H.
Deacon, senior partner in Deacon, Looker and
Deacon, solicitors, who will be much missed
in many quarters for his genial qualities, sev-
ered his connection with the Colony to-day when
he left with the P. and O. steamer *Arcturion*.
In 1880, Mr. Deacon came to Hongkong to
join the firm of Brereton and Wotton, and
when the senior partner retired, Mr. Deacon
was made a partner. Afterwards, Mr. Wotton
gave up business and Mr. V. H. Deacon
practised alone until Mr. John Hastings was
admitted as his *confirre*. On the dissolution
of that partnership in 1903, Mr. Looker
and Mr. F. B. Deacon, a nephew, were ad-
mitted as members of the present firm. Mr.
Victor H. Deacon was a conveyancer and sel-
dom or never practised in Court. He was
accredited a capable lawyer and was appointed
a member of the Commission which some years
ago inquired into the matters affecting the Re-
gistrar-General's Department. Mr. Deacon
has been in the East for 26 years, and was at his
desk until the time came to bid his colleagues
and clerks farewell. Mr. Deacon carries with
him to his old home in England the best
wishes of a large number of friends in
Hongkong.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:
On the 10th at 11.55.—The barometer has
risen in N. China, and fallen over S. China.
The high pressure area lies now over the
Gulf of Pechili, and pressure is again low over
the northern shores of the China Sea.
Strong monsoon is indicated in the Formosa
Channel and along the S. Coast of China.
Forecast—strong E. winds cloudy, drizzling
rain.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

"MACAO'S POSITION."

H. E. SENHOR MONTENEGRO'S
EXPLANATION.

"NO VESTIGE OF TRUTH IN IT."

"To Governor, Macao."

"With reference to the telegram
published in last evening's *Telegraph*
reporting Portugal's intention to sell
Macao, we should feel extremely
obliged if Your Excellency will tele-
graph for publication any information
in respect thereof."

We desire to record our apprecia-
tion of H. E. Senhor Montenegro's
courtesy in so promptly responding
to our request. The text of His Ex-
cellency's reply is in Portuguese, and
the following is an exact translation:

"Government House,
Macao, 10th February,
8 p.m."

"Editor, *Hongkong Telegraph*."

"The report has not the slightest
vestige of truth in it. I thank you
for your courtesy."

"Governor."

[The importance and significance of the
special telegram which we published yesterday
from our own correspondent in Shanghai—
stating that the Chinese Minister in Paris had
telegraphed to the Waiwupai that Portugal was
willing to sell the Portuguese Colony of Macao,
and that France was anxious to acquire the
possession—could not fail to have been
recognised by our readers. We discredited
the general tenor of the telegram emanat-
ing from the Chinese Minister to France, and
with the object of having an authoritative
statement on the matter which could be sub-
mitted to our readers, we telegraphed to His Ex-
cellency Senhor Montenegro, Governor
of Macao, relating the terms of the tele-
gram and requesting his views on the subject.
It should be remarked here that this is a ques-
tion which is of importance not only to the
habitants of the Portuguese Settlement, in con-
sequence of the political significance which the
assignment of the Colony to a Power like
France would occasion—the suggestion that
France is anxious to acquire the possession
being probably well founded—but also to
Hongkong in consequence of our contiguity
to the Portuguese Colony. Accordingly, this
forenoon we despatched to His Excellency
Senhor Montenegro a telegram, in Portuguese,
of which the above is a translation.—Ed.,
H.K.T.]

[Reuter's.]

The Leadership of the Opposition.

LONDON, 8th February.

Mr. Chamberlain, in a long letter to Lord
Ridley, says that he does not desire the
leadership of the opposition party, but re-
pudiates the suggestion of dropping tariff re-
form, as inconsistent with Mr. Balfour's own
statements.

Mr. Chamberlain has asked for a meeting
of the party to discuss their policy, and if
the majority is in favour of dropping the
question he will form a group, ready to co-
operate with their Unionist colleagues, for
common objects; but he cannot accept a
policy of inaction or mystification.

In regard to the main object of their political
life, Mr. Chamberlain emphasises the
necessity for a reorganisation of the party
machinery.

Later.

Political.

Mr. Burns has had an hour's audience
with the King.

The Morocco Conference.

The French are loudly protesting against
any yielding in connection with the policing
of Morocco.

The Duke of Connaught

in South Africa.

The Duke of Connaught held an audience
in Pretoria at which 400 native chiefs and
followers were present.

The Chiefs and their followers swore
loyalty and devotion, recalling the benefits
they had derived from their mother Victoria.
The Duke of Connaught replied, that he
was gratified at the reports of their law-abid-
ing habits.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 10th inst.
German (*Princess Alice*) 13th inst., 3 p.m.
Canadian (*Empress of Japan*) 14th inst.
Indian (*Namanga*) 16th inst.

The I. C. S. N. Co.'s s.s. *Namanga* from Cal-
cutta and the Straits left Singapore for this
port on 9th inst., at 5 p.m.

The C. P. R. Co.'s s.s. *Empress of India*
arrived at Shanghai at 2 a.m. on 10th inst., and
left again at 8.30 p.m.; same day, for Nagasaki,
where she is due to arrive at 2 a.m. on 12th inst.

The C. P. R. Co.'s s.s. *Empress of Japan*
arrived at Kobe at 5 p.m. on 9th inst., and left
again at midnight. Same day, for Shanghai,
where she is due to arrive at 2 a.m. on 12th inst.

The Imperial German Mail s.s. *Princess Alice*
from Berlin, of the 16th inst., left Singapore
to-day, at 9 a.m., and may be expected here on
13th inst., at 3 p.m.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILING FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"LAERTES"	20th February.
GLASGOW and LIVERPOOL	"YANGTSE"	21st "
GLASGOW and LIVERPOOL	"DIOMED"	27th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	6th March.
GLASGOW and LIVERPOOL	"TEUKAI"	13th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"KEEMUN"	27th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"PATROCLUS"	13th February.
"GENOA, MARSEILLES & LPOOL	"ANTENOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th "
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
"GENOA, MARSEILLES & LPOOL	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCIBIUS"	27th "
"GENOA, MARSEILLES & LPOOL	"ALCIBIUS"	10th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	24th "
"GENOA, MARSEILLES & LPOOL	"TEUKAI"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.
	"KEEMUN"	24th March.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	21st March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SAIGON	"CHANGCHOW"	11th February.
TSINGTAO and CHEFOO	"CHINKIANG"	12th "
MANILA	"TEAN"	13th "
CEBU and ILOILO	"BUNGKIANG"	15th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TSINAN"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th February, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. Almond	MANILA	SATURDAY, 17th Feb. at Noon.
ZAPIRO	2540	R. Rodger	"	SATURDAY, 24th Feb. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th February, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Date
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUAI STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904.

Dr. H. H. ORAUM,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1905.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 5.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$8; 2nd Class, \$3; 3rd Class, 20 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single
Ticket, 50 cents; Return, 10 cents.
Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the 1st Class Half Ticket. Should
the Steamer not sail on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" ... 1,309 Tons, T. R. MEAD,
Captain.
"KWONG TUNG" ... 1,338 Tons, H. W. WALKER,
Captain.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey ... \$4.
Meals ... \$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Hyades 3,753 J. Alwen 13th Feb.

Tremont 9,600 T. W. Garlick 20th Feb.

Lyra 4,417 G. V. Williams

Shawmut 9,600 E. V. Roberts

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The crew consists of *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 1st February, 1906.

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Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.FOR
MARSEILLES, HAVRE, ANTWERP
(DIRECT).

Taking Cargo to LONDON with prompt trans-
shipment at Marseilles,
Callings at MANILA, SAIGON, SINGAPORE and
COLOMBO.

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above,
on or about the 12th February, 1906.

This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5072

第七十期正二十三第

SATURDAY, FEBRUARY 10, 1906.

六拜禮

號十月二英曆

\$15 PER ANNUM.
SINGLE COPY, 25 CENTS.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected M.S., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-five cents.

CONTENTS.

Births, Marriages and Deaths.
Leading Articles:
Japanese Freight Rates
Japan's Maritime Trade.
Equitable Life Assurance Co.
Kowloon-Canton Railway.
Prince Arthur in Hongkong.
Telegrams:
Prince Arthur at Singapore.
The Shanghai Firemen.
Macao's Position.
Meeting:
The Kowloon Land and Building Co., Ltd.
Legal Intelligence:
Tai On v. Kwongtung.
Disputed Rice Bill.
Claim for Coal.
Pensions in Court.
A Judgment Withdrawn.
Police:
A Banker Prosecuted.
The Tai Po Tragedy.
A Shipping Case.
A False Friend.
Armed Robbery.
Correspondence:
The Races.
A Timely Warning.
Miscellaneous Articles and Reports:
Welcome, Prince Arthur.
Turf Topics.
Humphreys Estate and Finance Co., Ltd.
The Hongkong, Canton and Macao Steamship Co., Ltd.
Mr. E. A. Bonner.
Lament of the China Coast.
Wedding bells.
The Outrage at Canton.
The Victory of the Two Kwang.
The Situation at Canton.
The Lien-chau Massacre.
Canton-Hankow Railway.
The Mixed Court at Shanghai.
Selling the Philippines.
The Japanese Political Parties.
Straits Currency Reformed.
The Tienloong Paper Dock Co., Ltd.
Straits Times Annual.
Commercial:
Yarn Market.
Shanghai Company Dividends.
Rauß Cushing.
Exchange.
Opium.
Local and General:

BIRTHS.

On the 23rd of January, 1906, at Weihaiwei, the wife of BENJAMIN R. MURPHY, of a son.
On the 24th January, at Shanghai, the wife of THOMAS CRIGGTON, of a daughter.
On the 27th January, at Shanghai, the wife of G. BUTLAND, of a son.
On the 28th January, at Shanghai, the wife of D. J. BARLOW, of a son.
On the 28th January, at Shanghai, the wife of J. COCHRANE, of a daughter.
On the 28th January, at Shanghai, the wife of Mr. and Mrs. N. S. LEVY, of a son.
On the 7th February, at the Hygieia, EDGAR ARTHUR BONNER, Solicitor.

MARRIAGES.

On the 11th of January, at Kiukiang, WILLIAM WALTER RITCHIE to ISABELLA CAMERON REID.
On the 11th January, at Hankow, C. M. BENZMAN, of Messrs. Litvinoff & Co., Hankow, to ELIZABETH TAMM SUMMERS, the second daughter of Mr. F. H. Siemsen, I. M. Customs, Chinkiang.

DEATHS.

On the 21st January, MRO. the beloved wife of C. H. PALMER, I. M. Customs, Pagoda Anchorage.
On the 27th January, at Shanghai, D. DAVIS, I. M. Customs, aged 59 years.
On the 19th January, at Shanghai, Miss DORA HAKOFF, aged 21 years.
On the 30th January, at Shanghai, FITZ EDWARD REILLY, formerly of the Central Hotel, and late of Utsen, Japan, in his sixty-fifth year.

The Hongkong Telegraph.

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, FEBRUARY 10, 1906.

JAPANESE FREIGHT RATES.

(5th February.)

The great ship which the outbreak of the Russo-Japanese war gave to freight rates was not of long duration, and soon Far Eastern waters had a quantity of foreign tonnage from Europe which entered into strenuous competition with the regular lines trading along the coast and to and from Japan ports. It was expected that the low rates that prevailed would see an improvement upon the cessation of hostilities. The conclusion of peace in August last brought about no amelioration in the stagnant condition of the shipping-trade consequent upon the plethora of tonnage in

these parts. Here in the South and from the North reports of the freight market all bear the same strain. Messrs. Wheelock & Co., of Shanghai, in their circular of the 1st inst., state that there has been no change in the northern freight market. The intervention of the Chinese New Year has practically led to business being at a standstill and will be several days before the native merchant begins in earnest. For coastwise trade, tonnage is still plentiful, rates are yet very low and not much improvement is expected until after ports in the North are opened. In Japan things are no better, from the *Chronicle* (Kobe) it is learnt that the view of a Japanese contemporary on the decline of freight-rates is sad reading, and foreigners concerned in the shipping business will probably be interested in the views set forth by vernacular writers. The freight on coal between Moji and Yokohama, says our contemporary, is now ruling at 65 sen per ton. Suppose a steamer of 2,000 tons is able to make two voyages and a half between the two ports in a month. The cargo carried, 5,000 tons, will return ¥3,250 in freight for a month. So much for the receipts; now for the expenditure. The voyages will occupy 13 days out of the month. Taking the consumption of coal at 17 tons in 24 hours, the total for 13 days will be 221 tons, valued at ¥1,768. To this must be added ¥1,700 wages and food for crew, ¥170 for stores, and ¥150 for sundries. This makes a total of ¥3,788, which, compared with the freightage earned is as follows:

Expenditure	¥3,788
Receipts	3,250
Deficit	¥538

Thus the owner, owing to the decline of freight-rate and rise of coal, has to lose ¥538 a month. Taking the value of the steamer at ¥100,000, of which perhaps half is borrowed, interest must be paid, amounting to at least ¥500 a month, and about ¥600 insurance premium has to be paid. This calculation, from a Japanese standpoint, involves the unfortunate owner in a loss of ¥1,638 per month on his steamer, or ¥19,656 per annum.

JAPAN'S MARITIME TRADE.

(6th February.)

The informal reception held by Capt. Bent on board his ship, the *Hongkong Maru*, in Hongkong the other day, gave prominence to the resumption of steamship communication as conducted by the well-known firm of Toyo Kisen Kaisha. The enterprise of the T. K. K. does not confine the operations of their vessels to the old lines in which they were engaged before the war. The opening by that Company of a new steamship line to South America, as the forerunner of *post-hellum* shipping enterprises, has been generally received with satisfaction. The *Jiji Shimpō* observes that it would advise those concerned to follow the example of the Toyo Kisen Kaisha, they should endeavour to open regular lines to the South Seas and Southern Asia. That is to say, new lines should be opened between Japan and Singapore, by way of Hongkong, Luzon, Borneo, Celebes, Java, and Sumatra, and also lines which should reach Singapore, Penang, or Rangoon from Hongkong, through ports of Annam and Siam. The regular lines of steamers trading to the South Sea Islands at present number about ten, and those in Southern Asia six or seven. These carry on business with their base either at Hongkong or Singapore. The chief exports from these places include rice, timber, sugar, tobacco, camellia, pepper, coffee, rattan, copra, pearls, tortoise-shell, minerals, etc., while the imports consist of cotton and woollen fabrics, silks, porcelain, paper, matches, glass, ma, chinry, coal, fancy goods, etc. The principal countries engaged in the shipping trade in these parts are Great Britain, Germany, and Holland, and the German lines, since the purchase of two British steamship companies by the Norddeutscher Lloyd some years ago, appear to be making much headway. Generally speaking in the maritime trade in the East, Great Britain still continues to retain the ascendancy. Germany, Japan, and Norway coming in the order named. In China trade the position of Japanese and German shipping is about the same, but the former is almost exclusively interested in the trade in those parts of China which are nearer to Japan. With regard to the share of Japanese shipping in the coasting trade of South and North China, our contemporary, the *Japan Chronicle*, says it is very small and far between, while as to that in the South Seas and South Asia it is almost nil. There can be little question that with the expansion of the national power and the development of commerce, Japan's maritime trade will gradually extend in these directions, but this is not the time to wait idly for natural growth. In the opinion of the vernacular journal, the Japanese people ought to strive aggressively for the exploitation of new fields of activity for the profitable disposal of the surplus shipping that has resulted by the release from Government service of many steamers used as transports. During the eight years following the Japan-China war of 1894-5, continues the *Jiji*, the average annual increase of Japanese steamers was 70 and in tonnage 40,074, which was sufficient to meet the requirements of trade. In the last two years, however, the number of steamers has suddenly increased by 300 and 300,000 tons. During the Japan-China war the number increased was 130, with an aggregate tonnage of 164,000, but these were, in the course of time, digested without much

difficulty by the opening of new lines to Europe, America, Australia, and China ports. But the circumstances to-day are greatly different, and it is pretty certain that shipowners will sooner or later suffer from the disposal of their surplus shipping just as the British suffered after the close of the Boer war. What measures the shipping people will adopt to avert or minimise the hard time that seems to be in store for them is not clearly known, but it is advisable, the *Jiji* urges, that they should, as the last remedial means, plan the disposal of surplus shipping by the creation of new steamship lines as already mentioned. It is gratifying to learn, concludes the *Jiji*, that the Nippon Yusen Kaisha are making investigations with a view to opening new lines, while the Shipowners' Union (which at present possesses 180 steamers aggregating 350,000 tons) has also a scheme under contemplation to open a regular line to the South Sea Islands. It is to be hoped that these enterprises will be brought to a successful issue. At the same time the Government is urged to give to the shipping people reasonable assistance where necessary.

EQUITABLE LIFE ASSURANCE CO.

(7th February.)

Since the recent upheaval in American insurance societies, it has been the endeavour of managers and agents to assure investors that the concerns they represented were sound and safe, but probably no better method of reassuring people could have been adopted than that pursued by Mr. Paul Morton, the president of the Equitable Life Assurance Society, in publishing an open letter to his constituents. There is honesty on the face of it; and Mr. Morton's statements should appeal to all who have an interest in the Society. The letter in question should be convincing from the fact that the writer responsible for it has not seized his pen at the first blast of public comment in America animadverting upon the operations of the company of which he is the President, and hastily "rushed into print" with bare, uncorroborated statements and figures, hastily and therefore inaccurately got together. Taking a calm, practical view of the necessities of the situation, he has held his peace, until he has had something worth saying, and which, to the policyholders is worth hearing. As Mr. Morton says in the opening paragraph of his letter, he believed it was better to wait until he could give a final conclusion in regard to the financial condition of the Society, "based on full investigation," and that the matter was fully investigated is made abundantly manifest from the clear and concise statement of the financial position of the Society set forth and endorsed by the auditors, so lately as on the 30th September last. In July of last year Mr. Morton was elected Chairman of Directors of the Society, but very shortly after he was appointed President, and the chairmanship was abolished. The new president, being given plenary powers and a free hand, one of the very first things he did was to employ two eminent firms of chartered accountants of Great Britain and New York to audit the books and thoroughly investigate the affairs of the Society, at the same time directing them to render complete, comprehensive and exhaustive reports on (1) the Society's total annual expenses, (2) the real estate investments of the Society in detail as to each parcel of land, its area and value, the income it yields, and whether it was actually above or below the value it carried in the books of the Society; (3) the opinion of real estate experts to be obtained if, and when, deemed necessary; (4) the other investments of the Society in minutest detail; (5) the surplus of the Society, and the manner in which it is carried on the books; (6) full investigation of the subjects covered by the report of the Investigation Committee, of which Mr. Frick was chairman; (7) the relations between the Society and the trust companies, banks, safe deposit companies, and all other institutions with which the company is affiliated by ownership of considerable amounts of stock or otherwise. Subsequently a further and more elaborate scheme of investigation was agreed upon between the accountants, such as it was believed, no insurance or other company in America had ever been subjected to, in the rigidity of the examination its affairs were put through. That the investigation was exhaustive will be readily understood when it is seen from the accountants' note that it occupied a period of five months in its doing. And then came the note of the accountants, reporting the completion of their labours, and the eminently gratifying statement that they found the assets of the Society to be even as claimed, all on hand, and amounting to \$416,166,500.10 gold, the surplus over and above all and every liability amounting to \$67,142,865.42; and this after revaluation and stock-appraisal of certain real estate and stock held by the company had shown a slight reduction on the values carried in the books; but this did not in any way reduce the income of the Society, while reductions in expenses, and other economies, more than covered the marking down of assets. While in the past very large transactions had been entered upon without any proper authority, and with but meagre book entries thereof, it had been difficult in many instances to secure any explanation of the same when they involved loss to the Society, but that was all changed in the limbo of the past under the new regime. An important departure was that on the change of ownership of the majority of the stock, the shares were placed in trust, and the trustees alone

Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. Geo. Westinghouse nominate the directors of the Society. We cannot but feel that a more convincing and reassuring, because well-supported, statement could not have been put before the policyholders, and in congratulating them on their position as such, we may also congratulate the directors on their policy, "to make no effort to have the biggest company in the world, but to use those efforts to make it the best and safest."

KOWLOON-CANTON RAILWAY.

(8th February.)

The question of connecting Hongkong with Canton by a railway having its terminus at Kowloon, may be traced back forty or fifty years, and the subject has cropped up every decade, for it was clear to all far-seeing people that if China was to be developed and her immense latent resources exploited—which in the southern provinces are abundantly in evidence—a system of railways radiating all over the country was an absolute necessity. Many have been the Governors who have taken up this subject of the Kowloon-Canton railway as one of their pet schemes, and on one occasion, in 1865, it was seriously proposed to join up Hongkong with Calcutta by a railway touching at Canton. But the successful accomplishment of this important enterprise, perhaps the most vital in the commercial interests of the Colony, has been left to the present administrative head of the Executive.

Since the arrival of Sir Matthew Nathan in this Colony, His Excellency has made the construction of a railway between Hongkong and Canton one of his chief and most important initiatives, and on taking the oath of office on the day of his landing in Hongkong asserted that it was his intention to make the construction of the Canton-Kowloon railway the first and foremost undertaking completed during his administration. Although His Excellency has not gone about the business with a flourish of trumpets, but has laboured in private in the most vigorous and tenacious manner, later developments in connection with this *magnus opus* of Hongkong have fully justified the statement that, within the next half decade, or even earlier, the railway would be removed from the region of practicable schemes and become an accomplished fact. Within a few months last year two votes were brought before the Legislative Council of Hongkong to provide for the preliminary expenditure in connection with the route which was to traverse British Territory on the mainland. On the first occasion when the Legislative Council was called upon to sanction the appropriation towards the survey of the track the sum of \$25,000, which was voted with so much good grace, had actually been expended before the sanction of the Council was obtained for the amount to be disbursed by the Government of the Colony. The same might be said of the second and larger amount of \$50,000. Even before the Council was cognisant of the fact, the route of the railway had been followed by the Government surveyors and the whole line traced. During the recent holidays a representative of the *Hongkong Telegraph* was delegated with the duty of traversing the New Territories of Hongkong in order to ascertain the progress and the development of the works in connection with the railway. What was the surprise of our representative to find that in five different localities embankments were in process of construction simultaneously. These embankments are to serve for the bed of the line which will run from Kowloon point to the terminus of the British section at a point in Lo-fu across the Sham-chun river. The district of Sham-chun is one of the great market centres of the Chinese, and it is destined to occupy an important part in supplying the goods and traffic for this initial line of railway, until the Chinese section is constructed and passengers will be able to travel from Kowloon to Canton without interruption. We have mentioned that the construction of embankments is proceeding at five separate points simultaneously, and our readers will be interested to learn where those points are in process of formation. At Tai-po the first of these embankments. Interested our representative. At a place called Fan-ling no less than three others were providing work for hundreds of labourers who had been recruited locally. The fifth was at Sheung-shui. The labourers, as might be expected, are very raw recruits, but under the skillful supervision of the officers of the Public Works Department they are gradually getting into shape, and should shortly prove as good workers as any experienced labourers elsewhere. At several places the embankments will have to be raised to a considerable height—in the low lying country—in order to make ample allowance for the periodical floods which occur in the New Territories. From what could be judged, the material used in the building of the embankments is clay, and the depth of the beds in several places appears to be some eight feet or more than the required height to which it will be raised as the track is carried on. For a first start, 300 or more labourers encourages the belief that the work will not be allowed to lag, and the staff of coolies will be considerably increased later on as the work progresses. To the uninitiated, the cursory observations of our representative disclosed no features of great engineering difficulty in the building of the line, at least over the territory traversed by him. The only point where a substantial bridge will be required is over the Sham-chun, where there is an expanse of water some 80 to 100 yards across. That is practically the terminal point of the British section. On the way there are a few streams

of fairly large size and these will have to be spanned, but these bridges will not be of any special engineering difficulty, so that there are practically no obstacles in the way. Our readers will be glad to learn that the natives in the territory are evincing the keenest interest in the construction work and there has been not the slightest trouble with them in any respect. When the Government required to buy land along the projected route, the natives were found exceedingly amenable to offers of purchase, and the private owners were most reasonable and, indeed, seemed anxious to oblige the Government, which wanted the land. This is an excellent characteristic which has not always distinguished the attitude of natives when approached by outsiders who had some new scheme to forward. They have, on the contrary, shown themselves suspicious of advances made by foreigners, who had some new-fangled idea to submit, and if not actively hostile would in no way help them to gain their ends. In the New Territories the natives seem to have taken most kindly to the railway, and hence the work of construction can be pushed on with as much expedition as possible. The pet scheme of Sir Matthew Nathan is thus well on the way to being a *fait accompli*, and it should rejoice all who have the welfare of Hongkong at heart to know that this most desirable boon is in process of being completed.

PRINCE ARTHUR IN HONGKONG.

(9th February.)

H. R. H. Prince Arthur of Connaught, amid salutes of salutes, and every manifestation of popular delight in welcoming a relative of His Majesty the King, landed in Hongkong to-day and was presented with addresses which voiced the sentiments of this cosmopolitan community. Prince Arthur has been entrusted with the high and exalted mission of investing the Emperor of Japan with the insignia of the Garter, and it was impossible that His Royal Highness could be permitted to pass through the loyal and patriotic Colony of Hongkong without learning by public demonstration the intense feeling of regard in which the Throne is held by every right-thinking individual, and the measure of that regard is evidenced by the unanimity which has characterised the reception accorded to-day. The spontaneous feeling of Hongkong was to be recognised on every side, and not least demonstrative were the native sections of the population. It is well that a Colony of the rank and standing of Hongkong should seek to honour in befitting manner the representative of His Majesty, and although the welcome of the people has been to a certain extent robbed of its full enthusiasm by the death of King Christian of Denmark, sufficient remains in the nature and character of the functions to assure His Royal Highness and, through him, His Majesty King Edward that Hongkong has lost none of its respect for the Throne, although situated far from the light of the King's presence. In this outpost of the Empire there are many fellow-subjects who have never been privileged to rejoice when Royalty rejoiced or to understand the real love which exists in the breasts of those who have either come into contact with the King and Queen Alexandra, or appreciated the value of their labours, and it might be expected that there would be a certain lukewarmness in those who honour His Majesty simply for his uprightness and steadfast attention to duty. But such is by no means the case. And we have seen to-day, as we saw on three previous occasions when Hongkong was honoured by visits from Royalty, how that loyal heritage of the general body of the people has come down to the present generation. It is significant of much to note how our Chinese compatriots have vied with each other in maintaining their reputation for attachment to the Royal house of Great Britain. It is a great thing that Britain has achieved in evoking in an alien people that evidence of pleasure in receiving one of the Royal blood which was made manifest to-day. The appearance of the city, if further proof were needed, should suffice to show how strong is that regard. It was that feeling which aroused the popular clamour for a knowledge of what was being done to welcome the Prince. The public feared that an officially appointed committee might fail to realise the importance of the occasion or endeavour to restrict the share of the people in the welcome to His Royal Highness. However, the people took the matter largely into their own hands and showed to-day that their hearts are in the right place towards Prince Arthur and his Royal uncle. Further proof of this attitude will be forthcoming during the next few days of the Royal visit. Prince Arthur begins in Hongkong his official journey to Japan. Previously he had been travelling as an ordinary gentleman to the Far East; but in Hongkong he proceeds on board H.M.S. *Diadem* so that the final stage of his journey may be accomplished as a duly accredited representative of his Sovereign. On behalf of our readers we can only repeat the salutation which was given by all classes so heartily this forenoon:—"WELCOME TO HONGKONG!"

Au Yang Kang, a butcher of Yaumati, submitted an application to the Sanitary Board for permission "to sell cats, dogs, snakes and deer" for food at Temple Street, Yaumati. The majority of the members were opposed to the granting of this license. Mr. Lau Chi Pak said that the sale of dog and cat flesh should be prohibited. Animals suffering from hydrophobia or other diseases might be killed any time and sold. People one day may also wonder where their pets have gone.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI FIREMEN AND THE "PERLAK" AWARD.

MONEY SHOULD BE REFUSED.

[From Our Own Correspondent.]

Shanghai, 7th February.

The Volunteer Fire Brigade has decided by twenty-seven votes to twenty-five that the firemen who were awarded compensation under the decision of Court in the oil steamer *Perlak* case, whose owners were sued by the Municipal Council for salvage, should refuse the money or resign from the Brigade.

MACAO'S POSITION.

PORTUGAL WILLING TO SELL.

FRANCE ANXIOUS TO ACQUIRE THE COLONY.

[From Our Own Correspondent.]

Shanghai, 9th February.

The Chinese Minister to Franco has telegraphed to the Waiwupu stating that Portugal has expressed her willingness to sell to either Great Britain or France the Portuguese Colony of Macao.

France, the Chinese Minister further states, has expressed her anxiety to acquire Macao from Portugal.

[By the terms of the concession of the Settlement of Macao to the Portuguese Government in recognition of the services rendered by the Portuguese in the sixteenth century in suppressing, offsetting and the surrounding coast, the pirates, which had been the terror of the Chinese Government and people in those days, the Chinese Government declared, in the concession of the Settlement, that if Portugal ever felt inclined to give up the Island—it was only an Island then—they must hand it over to China alone. That France has made tentative efforts to secure a foothold on Portuguese soil appears from the efforts of M. de Kéroul, M. de Kéroul, acting as the right-hand man to the colonial expansionist M. Doumer, Governor-General of French Indo-China in 1900, to acquire the Hotel Boa Vista at Macao, to be converted into a sanatorium for the French military and naval services in the Far East. We have seen how those attempts were frustrated, although one chronicler attributed to his imagination the purchase of that property by the Santa Casa da Misericordia, a sum brought about with money provided by the British Government. Of course this statement is an absurdity no one acquainted with the history of the purchase of the Santa Casa from its owner, Captain W. E. Clarke, can doubt for a moment. The Portuguese Government was about to expropriate the property when an order was received from Lisbon peremptorily enjoining upon the Directors of the Santa Casa to frustrate the French scheme by providing a sum of \$50,000 for the acquisition of the Boa Vista, a sum which Captain Clarke was offered by the agents of M. Hardouin for the property. We hardly think that Portugal is willing at this stage to part with so valuable an asset of the Kingdom, seeing that not only does Macao pay the cost of its administration and have a balance over and above its expenditure, but it has a surplus large enough to provide for the many minor wants of the metropolis and provides a useful source whence to draw the deficit in the maintenance of Portugal's possession in Oceania. We print the above telegram with these reservations.—E. H. K. T.]

CLAIM FOR COAL.

"PAUL DEAU" SUED.

In Admiralty Jurisdiction this morning, His Honour, Sir Francis Pigott, Chief Justice, presiding, the case in which the *Sam King* firm sued the *a.s. Paul Deau* for the recovery of the sum of \$4,000 for coal supplied to that vessel in 1904, was called on for further arguments. Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, appeared for the defendants. Mr. Slade said that with regard to the question as to whether the Admiralty Act of 1861 in any way affected the decision of the *Hongkong* case, he submitted that it did not. The decision in that case was given under a section of the Admiralty Act of 1861, which dealt with accessions, and the effect of that decision was merely to bring into line the decision as to the effect of the two sections of the two Acts of 1860 and 1861, because shortly after the passing of the second Act it had been decided that that section gave no maritime lien, and the effect of the *Hongkong* case was merely to correct, as an erroneous impression which had been acted upon. The comparative words of the two sections of the two Acts were almost the same—that the Court should have jurisdiction. The second Act, 1861, appeared to have been passed because it had been decided under the earlier Act that no action *in rem* could be taken against a British Colonial ship. It was held in the wording of this Act that "foreign" meant strictly foreign, and not British; not as so often happens in our laws, "foreign" means not English. To remedy that the second Act was passed. This did not in any way conflict with the other, but extended its operations. The construction put upon the second Act by the Privy Council in the case of the *Zealand* was that this Act for reasons therein stated conferred no maritime lien at all. After quoting several authorities at length Mr. Slade concluded his argument.

Mr. Pollock then submitted that his learned friend had not attacked the main difficulty in the case, which was whether, if the evidence showed that the coal had been supplied by person other than an agent of the steamers, whether any claim could be substantiated against the vessel, the person ordering the coal being obviously and admittedly not the agent for the owners.

Mr. Pollock then proceeded to quote from various authorities in support of his argument.

PERSIMMONS IN COURT.

CLAIM FOR GOODS SOLD.

7th inst.

In Summary Jurisdiction this morning, His Honour Mr. A. G. W. Paine, Judge, presiding, the Kwong Wing Tai firm sued the King Wo firm for recovery of the sum of \$14,983, being the proceeds of the sale of 49 crates of dried persimmons sold by defendants on behalf of the plaintiff firm, less the usual commission.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiff firm, and Mr. C. H. Brutton, of Messrs. Brutton, Hett and Gilling, appeared for the defendant firm. Mr. Dixon said this action was brought to recover the sum of \$14,983, being the proceeds of the sale of 49 crates of dried persimmons held by the defendants on behalf of the plaintiff, and sold by them. The amount was calculated less the commission on the sale. The defendants admitted the possession and sale of the persimmons but stated that they held them for one Lo Ho Cheung, to whom they had handed the proceeds of the sale.

His Honour said that he was the manager of the plaintiff firm. He gave instructions to have the crates, or crates of persimmons taken to the defendant firm. His *fohi* took them with a book to be signed for their receipt, and the *fohi* subsequently brought that book back chopped with the defendant firm's chop. Later he wrote to the defendants to know if the goods had been sold and was informed they had, and he then asked for the proceeds of the sale, less the usual commission. He knew the man Lo Ho Cheung was a broker. Witness never gave him any instructions regarding the crates of persimmons, and Lo Ho Cheung nothing whatever to do with this transaction. Plaintiff had never received payment and the money was still due owing.

Cross-examined by Mr. Brutton witness said he was a leather-mechanic. He bought the persimmons at auction, at Kwong Leung Tai's shop.

Mr. Brutton: Yes, there was a fire there, and you bought some of the goods. But did not Lo Ho Cheung buy them for you?—No, I bought them myself.

Wasn't Lo Ho Cheung formerly a salesman in your shop?—No.

Didn't he live there, and give that as his address?—No, never.

You say that Lo Ho Cheung did not deliver these goods to the defendants?

That is what I say, and that is true.

To the Court: I am the accountant and he sent the goods and received the receipt or chop for them.

Fung Hong Shing, sworn, said he was shop-keeper with the Kwong Wing Tai firm, of No. 9 Upper Lascar Road, and had been with that firm for more than four years. In the first month of last year his firm had some persimmons for sale. On account of instructions received from the master he went to the defendant's firm and made inquiries as to whether they would sell the goods for the firm. The accountant said "Yes" and told him to take the goods to the godown, and he engaged coolies to carry them and took them to the godown. He took the book, produced and a book for the defendant's shop accountant chopped the book. He knew Lo Ho Cheung. He was not with witness when these arrangements were made and had nothing to do with the matter.

Cross-examined by Mr. Brutton. The accountant chopped the book. The entry was "The Kwong Wing Tai firm received 49 crates of persimmons, 49 baskets." This was marked "Kong K'it" which meant "Godown-keeper." The accountant then chopped the entry. Witness had no conversation with any one else. He had known Lo Ho Cheung about three years. He often came to the shop. Witness knew nothing of his letters being addressed there. He did not live there and never did any business with the firm—he was only a broker.

Mr. Brutton said that the defence was that Lo Ho Cheung was the man who took the goods to the defendant, and he received \$300 advance on the goods, and subsequently other sums amounting to \$14,983 the proceeds of the sale.

Chi Sin Hock said he was salesman to the defendant firm. On the 16th February, last he had some persimmons brought to him by Lo Ho Cheung, who instructed him to sell the goods. He paid Lo \$50, and later \$50, and again \$35.83. Lo gave him an account. That account was entered in the ledger produced. He had known Lo a long time, but did not know where he was now.

Mr. Brutton:—Is he not in the Colony?—No, not now.

His Honour: Just what I thought—conveniently disappeared.

Li King said he was employed by the defendant firm, and was in general charge of the goods in the godown. In February of last year he took some dried persimmons into the godown and he chopped a book for them. Lo Ho Cheung sent a man with the goods.

Mr. Brutton: How do you know Lo Ho Cheung sent the goods?

Because the man who brought the goods was Lo's man, so Lo must have sent them.

But how do you know he was Lo's man?—Lo came to the shop himself and accompanied them to the godown.

Cross-examined by Mr. Dixon, witness said he was employed about defendant's shop, and he kept his books in a drawer, of which he always kept the key. On the day the persimmons were brought to the shop he saw Lo Ho Cheung there, and heard him tell the accountant that he had some persimmons for sale and wanted the defendant firm to sell them for him. The book was chopped by the accountant. He did not know the man who brought the book; it was so long that he could not recognize the man, so that he Lo Cheung gave certain instructions and then he left, and afterwards the book was chopped and given to the *fohi*. Lo and the *fohi* did not come together.

Chi Sin Fan said he was the accountant in the defendant firm, and corroborated last witness, and spoke of making payments to Lo Ho Cheung on account of the persimmons, who was the only person he had ever seen regarding the transaction. There were six accounts in the firm's ledger.

Cross-examined by Mr. Dixon, witness said he saw Lo when he made the arrangement for the sale of the goods.

Mr. Lulu, a shop-keeper in defendant's shop, said that he had seen Lo Ho Cheung, and said that he had come to see Lo Ho Cheung, but the salesman, Ah Sing, said he was out. Witness said he told the salesman he had called to ask about the sale of the persimmons, when the salesman said "the persimmons do not belong to us; you must ask Lo Ho Cheung as

they belong to him." The salesman was not in Court.

His Honour: Where is the salesman? I should like to hear him.—He is in Canton. His Honour: Then I'll adjourn the case till Friday. If he does not come down I shall take his absence just now into consideration. Judgment reserved.

A JUDGMENT WITHDRAWN.

IN A WILL CASE.

7th inst.

On taking his seat in Probate Jurisdiction this morning, His Honour, Mr. Francis Pigott, Chief Justice, said that in this case judgment had been given a week ago for default of appearance. Since then the Registrar had pointed out to him that the procedure traced out in the Code did not warrant judgment being given, therefore that judgment must be withdrawn, and an order made for further hearing. This seemed to be a rule very rarely applied, therefore at present judgment would simply be cancelled, and the entry would be that the case was struck out of Court.

Mr. Slade: Which, I think, has the same effect.

His Honour: No. The next step is that the defendant make a further application for the cause to be set down again, and he is entitled to judgment until the second hearing. It is very complicated, and the Registrar does not remember a case of this kind occurring here before. The case is therefore struck out of the cause list. In seven days the defendant will make another application. This will be set down, and then he will be entitled to judgment on the second hearing.

THE TAI PO TRAGEDY.

THREE MEN ARRESTED.

Referring to the dastardly murder which was perpetrated at Tai Po, in the New Territory, early on the morning of the 3rd instant, in which Mr. Chan Beng Chan, the Opium Farm's representative in the New Territory was foully done to death in his matchless, the motive under which the crime was committed is to hand.

It appeared that on Friday morning—the day before his death—two men called at deceased's chow at the very moderate wage of \$2 a month. The very fact of men applying for a job at such a low pay should have been suspicious, but the deceased suspected nothing, and engaged the men. Nothing unusual occurred during the day, and as Mr. Chan was not using his chair on that day the two recently engaged chair coolies remained in the outhouse. At about eight o'clock at night deceased retired and it was not until some hours later that he and a noise and saw the shadow of men in his room. It may be stated that the deceased was well armed. He at once guessed the reason of the men's presence in his quarters and getting out of bed said: "Take all you want, but leave me alone."

What transpired after this is very vague, but we are informed that the men sprang upon deceased. One fired a piece of cloth round his neck and gradually drew it tighter while a second man took deceased's revolver from under his pillow and struck the unfortunate man several times on the head. Mr. Chan died from the effects of the assault.

When the Tai Po Police heard of the affair they hastened to deceased's matchless, which is situated on the top of a hill and about fifteen miles' walk from the station, with all possible speed, and seeing deceased's condition attempted to get him back to consciousness by means of artificial respiration, but failed. In the doctor's opinion, death was due to strangulation.

That the police who went across to investigate the matter have been on the alert is evident from the fact that a few hours after their numbers were arrested on their way to Sheung-shui. They were promptly secured and it is expected will soon be brought before the Court to answer in the charge against them.

6th inst.

Before Mr. F. A. Hazeland at the Magistrate's Court this morning, three Hakkas, figured in the dock charged with the murder of Chan Beng Chan, the second excise officer at Tai Po, early on Saturday morning. Sergt. Gerrard presided.

The charge was read to the prisoners and they pleaded "not guilty."

The case was remanded.

A SHIPPING CASE.

6th inst.

Before Mr. F. A. Hazeland at the Police Court this morning Cheung Kam Shing, a boarding-house keeper, No. 4, Titi Hong Lane, was charged with attempting to obtain from Messrs. Jardine, Matheson and Company the sum of \$312 by false pretences, on the 5th instant.

In connection with the above charge four firemen were charged for neglecting to join in the *Sui Sang* and proceed to sea on the 5th instant.

Fourteen other firemen had also to answer a charge of being on board the *Sui Sang* on the 5th instant without permission.

Mr. H. W. Looker (of Messrs. Deacon, Looker and Anderson), appeared for the prosecution.

Inspector Langley said that the first defendant, Cheung Kam Shing, had come to engage a crew of eighteen firemen. He did so, took them to the shipping office and had them signed on, but instead of taking these men straight on board ship he procured fourteen other men, who were unknown, to take their places. Consequently, these fourteen men had no business on board and were charged. Four of the men who had signed on did not turn up on board until a day later, while the rest attempted to draw \$312 from the firm's office as advance wages for unknown men, who were not signed on.

The case was adjourned.

8th inst.

At the Police Court this morning, before Mr. F. A. Hazeland, Cheung Kam Shing, a boarding-house keeper, No. 4, Titi Hong Lane, was brought up on remand on a charge of attempting to obtain from Messrs. Jardine, Matheson and Company the sum of \$312 by false pretences, on the 5th instant.

On his Worship taking his seat, Mr. Looker said that as regards the case of the boarding-house keeper, who was charged for attempting to obtain money under false pretences, he would call for a further remand as it was a very difficult case. As regards the other charges he proposed to go on with the case today. The speaker then gave particulars of the case which have already appeared in this paper, and said that in consequence of this affair the *Sui Sang* was delayed for two days. He will not ask for a heavy penalty, only a nominal one is required, it was necessary for the shipping to obtain firemen and not substitutes, who were mostly sickle coolies. The captain was liable to a heavy penalty for having men on his ship who were not on the articles.

The case against the four men for neglecting to join the ship at a proper time was first heard. The Gutierrez, shipping master, said that on the 3rd of this month he signed a crew of firemen on the British steamer *Sui Sang*. The men signed the articles in his presence, at about three o'clock. The ship was to have sailed at noon the following day. An entirely different crew had afterwards been engaged for the *Sui Sang*, with some difficulty.

W. G. Goggin, clerk in the office of Jardine, Matheson & Co., said that Capt. T. A. Mitchell was the master of the *Sui Sang*. The *Sui Sang* actually sailed on Tuesday, the 6th inst., at daylight. She was due to sail on board that day because there were no firemen on board that day she could not leave. There were no firemen on board on Monday also.

The case was again adjourned.

A FALSE FRIEND.

SENTENCE COMMUTED.

7th inst.

In our Saturday's issue we reported that a Chinaman, named Chan King Hong (19), was sentenced to two months' hard labour by Mr. F. A. Hazeland, at the Magistrate's Court, for stealing from a student, named Chan Sun, a diamond ring, valued at \$200.

The circumstances under which the theft was committed was that on Friday last at mid-day the defendant called at the complainant's house and proposed to go for a walk. They then proceeded to a club, which they subsequently left, and while walking along, defendant asked to see complainant's ring, which upon receiving, defendant placed on his finger. They got into chairs with the intention of going to the Italian Consul's residence for a talk. Arriving at a house in Wyndham Street, complainant heard defendant say that he was going down to pay off the chairs. He did not return, but went and pawned the ring for \$70, and was later arrested on board a Canton boat.

Yesterday Mr. M. W. Slade appeared at the Police Court and asked Mr. Hazeland to reconsider his decision in the case.

Defendant was again brought before the Court this afternoon.

His Worship: Do you speak English?—Defendant: Yes.

His Worship: Will you give me your promise that you will not do such a thing again?—Yes.

His Worship (to defendant's mother): You will see that the defendant is properly flogged?—Yes, I will.

His Worship: Defendant is discharged on entering into a personal bond of \$100 to be of good conduct for six months. Let this be a warning to him.

ARMED ROBBERY.

8th inst.

At the Magistrate's Court this morning, before Mr. C. A. D. Melbourn, three burly-looking Chinamen were charged, at the instance of Chief Detective Inspector Hansford, for armed robbery, which was committed at Haing Ha near Lyse-moon Pass, on January 14 last. It appears that the three defendants in company with six others, all armed with offensive weapons, entered the Man Hing shop at Haing-Hau, New Territory, on the night of the 14th ultimo, and after using violence towards the shopkeeper and his son, stole clothing from the premises \$130 in money, also removed from the jewellery in the total sum of \$470.

The defendants pleaded "not guilty," and the case was adjourned.

When the case was adjourned the first defendant said: "I know where the others are, and I am willing to give information of the whereabouts of the others. The leader of this robbery has a reward offered for his head in Chinese territory and he has come over here now."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE RACES.

To the Editor of the "HONGKONG TELEGRAPH."

SIR,—Now that the reason for holding the Race Meeting on the advanced dates, so as to bring it within what may be called the "Connaught" or longer exists, owing to the inability of H. R. H. Prince Arthur, which has placed the British Court in mourning, it might, perhaps, not be impracticable to hold the Meeting on the dates originally arranged, viz., 1st, 2nd, and 3rd March. This would give owners a little more time for training, and thus ensure better results from a sporting point of view, and, moreover, at that time we could expect more settled weather, which is a consideration, under the present prevailing conditions. The fair sex should also be considered, and no doubt the change to the original date would be appreciated by the majority of them.—Yours, etc.

HONGKONG, FEBRUARY 5TH, 1906. SPORT.

A TIMELY WARNING.

To the Editor of the "HONGKONG TELEGRAPH."

SIR,—In view of the many robberies and pickpocketings that have lately been taking place in our streets, it might be very much to the point to warn all householders who propose to get out to visit the illuminations at night during Prince Arthur's visit to secure their *lariet papiers* from the reach of predators, and also to be very careful of their pockets, as well as to carry nothing worth snatching in their hands. The streets will, no doubt, be packed with dense throngs of all classes, and those who get lost in the crowds will have to "go with the tide," and thus may be hours before they can find their way home again, and it is against burglaries during these enforced long absences that every precaution should be taken. The efforts of the police will be taxed to the utmost capacity to keep the roads, preserve order, and detect and frustrate every device to co-operate with them as far as possible by taking all practical precautions, in order that any embryo notions there may be in the minds of the thieving fraternity that at that time they will reap a harvest of loot, shall not fruitfully. "Forewarned is forearmed"—Yours, etc.

CITIZEN.

Hongkong, 6th February, 1906.

The Kawasaki Dockyard Co., as it has been during the war, is at present very busy with private orders. The company is now building a gunboat to the order of the Japanese naval authorities, and intended for service on the Yangtze. It is to be sent to Shanghai, where they will be fitted. The ship is named *Shanghai*, and it was to be shipped to Shanghai before the end of January, and Kawasaki engineers, and operatives will be sent to Shanghai to co-operate with the work. The vessel is of 400 tons, with but a light draft, which makes it advisable to avoid the passage to Shanghai.

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

ANNUAL REPORT.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company, on Thursday, the 15th inst., at 11 a.m., is as follows:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$8,064.32 brought forward from last account, the sum of \$104,080.93 in profit and loss account. From this amount the directors recommend that a dividend of one dollar per share or \$80,000 be paid to shareholders, leaving a balance of \$24,080.93 to be carried forward to new account.

There is nothing new to report in connection with the working of the steamers. It will be observed that, notwithstanding the depressed condition of trade during the past half-year, the earnings are equal to those of the same period in 1904.

The Honorable C. W. Dickinson and Mr. H. Schubert having resigned their seats at the board, Messrs. W. A. C. Cruickshank and C. R. Lenzenman, were invited by the directors to fill the vacancies subject to confirmation by the shareholders at this meeting.

The retiring auditors, Messrs. A. O'D. Goudin and W. H. Potts, offer themselves for re-election.

E. GOWE, Chairman.

Hongkong, 31st January, 1906.

The accounts are:—

Assets.		
December 31st, 1905	Value of steamers <i>Honam, Porwan, Heungshan, Lungshan, 4th of Fushan and Kishan</i> and <i>4th of Saiman, Yanning, Tak-Hing, Linton, and Samul</i>	\$942,801.00
	" <i>Highers, Sunland and Welle</i>	8,000.00
	"of wharves, hulks and moorings	76,250.00
	"of property situated at Canton	135,546.77
	"of spare gear	15,426.76
	"of furniture	750.00
	"of shares in public companies	606,835.00
	"of Chinese bonds	1,034.48
	Loans on mortgage	534,000.00
	Interest accrued	2,362.21
	Cash with the Hongkong & Shanghai Banking Corporation	8,033.99
	Sundry debtors	14,146.83
		\$1,345,189.04

Liabilities.		
December 31st, 1895	Amount of capital, 30,000 shares of \$15 each fully paid up	\$1,200,000.00
	"of depreciation and insurance	600,000.00
	"at credit of equalization of dividend fund	250,000.00
	"at credit of investment fluctuation account	154,111.61
	Unclaimed dividends	\$341.00
	Sundry creditors	31,455.48
	Amount at credit of profit and loss	104,080.93
		\$1,345,189.04

PROFIT AND LOSS ACCOUNT.

Dec. 31 1905. Dr.

To amount paid for repairs to steamers
 \$ 8,110.62 |

To directors and auditors' fees
 4,250.00 |

Balance to be appropriated, viz.:—

Dividend of \$1 per share on 30,000 shares
 180,000.00 |

To be carried forward
 24,080.93 |

To new account
 104,080.93 |

Dec. 31 1905. Cr.

By amount brought forward from last account
 8,064.32 |

By net earnings of steamers
 66,520.28 |

By interest on investments
 41,094.95 |

By transfer fees
 48.00 |

By unclaimed dividends written off
 714.00 |

\$116,441.55 |

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MR. R. A. BONNER.

7th inst.

The many friends and their number in the office of Messrs. Denney and Bowley, will learn with much regret that he has been moved to the *Lark* yesterday, suffering from smallpox. How the disease was contracted it is, of course, not easy to ascertain at the moment; but that Mr. Bonner must have had the misfortune of coming into contact with some person—undoubtedly a new arrival in the Colony—who had the disease in its incipient stage, cannot be doubted, as the disease is not only prevalent in this Colony, but has, to our gratification, long been absent from the European continent.

We have taken occasion, upon the exclusive reports that have reached us of the outbreak of the disease in Canton, to urge upon the Sanitary authorities the paramount importance of using every means in their disposal to prevent the importation of this fell disease from the neighbouring Chinese ports, and as far as we can prevent the infection that has now Mr. Bonner in its clutches, only have been imported there, we would once again strenuously urge the necessity of a much closer and more rigorous watch being kept on all vessels arriving here from Canton.

8th inst.

It is with the utmost regret that we have to record the death which took place last night, at the *Hagley* hospital for infectious diseases, of Mr. R. A. Bonner, of the firm of Messrs. Denney and Bowley, Crown Solicitors. Mr. Bonner was taken ill last Friday, but it was not until two days ago that the disease from which he suffered was discovered to be smallpox. He was then hurried to the hospital but died at 7 o'clock last night. He was conscious to the last, but the doctors had little hope of his recovery. It is not yet clear how or when he contracted the terrible disease of smallpox, but there can be little doubt that it came from Canton. Mr. Bonner came out to Hongkong four years ago, and at once gained

the esteem of his colleagues by his open, genial, unpretending nature. He belonged to a well known Lincolnshire family.—During his stay in Hongkong he formed many firm friendships. The funeral took place at 5 p.m. today when the legal profession was represented practically en masse at the burial in Happy Valley.

LAMENT OF THE CHINA COAST.

There's a coast that's begot of the devil,
There's a sea on whose bosom floats
A regiment of way-worn seamen
A squadron of little boats.
There's a talpan or two in the office;
There's a "super" or so we deplore;
There's some shavers in the daily papers
There's shareholders greedy for more.
But we're little black sheep and all of us
Are chopping the tougher road,
For choosing the rougher road.

The northern rivers our leeches careen;
Times dropping the "pick" of Hankow,
Times waiting for flood on the Yalu,
With a cargo of Chinaman's chow,
Shot at and sunk by the Russians,
Blown up by mines of the Japs,
Close the flag that we serve under wasn't
Prepared for such awkward mishaps.
To the little black sheep who're all of 'em
For choosing the rougher road.

We steal in and out of the harbours,
A ragged rag at our stern.
We sneak forth at dawn with our cargo
Pushed on by the screws' dreary churn.
The surge of the typhoon finds us
Our shelter speed nags
Our fore foot's flung back by the monsoon,
We creep through the stifling fog.
The little black sheep who're all of 'em
For choosing the rougher road.

Fined when we've run in for shelter
To the waters of friendly Junk Bay;
Fined when we've blown our whistles
Telling junks to get out of our way;
Fined by the Lords of Justice
(And who ever knew them wrong?)
For subduing some *tanien* wrong?
Whose language we've found too strong,
'Cos we're little black sheep who're all of us
For choosing the rougher road.

Un-uniform wights of Nepune
Go lilies of gliding—and more
Than the Club—consider in *autre*
Society closes its door
On the men who've got in ballads—
Dear little touching son
Yet ignore in their drawing-room cacklings
The heavy and manifold wrongs
Of the little black sheep who're all of 'em
For choosing the rougher road.

'Cos they've chosen the rougher road.
Still we have our compensations.
And we'll come home by and by,
To dream of China's coast
"Neath a dismal English sky.
There we'll play hard-worked taipans
And "sweat" sweating in
There we'll read the English papers,
And sniffly sniff Hongko
With its little black sheep who're all of 'em
For choosing the rougher road.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st February, 1906.

1905.	1906.
Tyiam..... 21' 9" below	33' 4" below
Ryewash..... 18' 4" below	28' 4" below
Pokfulam..... 21' 81" below	31' 0" below
Wong-nai..... 44' 0" below	45' 3" below
Cheong..... overflow	overflow

STORAGE, GALLONS.

1905.	1906.
Tyiam..... 235,030,000	161,132,000
Ryewash..... nil	nil
Pokfulam..... 21,72,000	7,100,000
Wong-nai-cheong..... 132,000	nil
Total..... 256,752,000	168,232,000

Consumption of Water in the City of Victoria and (111) District during the month of Jan. 1905. 1906.

1905.	1906.
Consumption..... 127,480,000	107,210,000 gallons
Estimated population..... 226,900	237,700
Consumption per head per day..... 17.4	14.9 gallons

Intermittent supply during the whole month of Jan., 1906.

Consumption of Water in Kowloon Peninsula during the month of January.

1905.	1906.
Consumption..... 11,300,000	14,579,000 gallons
Estimated population..... 71,650	77,300
Consumption per head per day..... 6.0	6.1 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

A COOLIE named Han Shan was brought up on remand at the Police Court on Monday on a charge of having in his possession some time in April last 37 counterfeit twenty-cent pieces. Mr. Hazeland said that as he supposed defendant would be banished he did not see the necessity of giving him a long term of imprisonment, as he had already served some

"TAI ON" v. "KWONGTUNG"

COLLISION CASE.

FURTHER PLEADINGS ORDERED.

At 11 o'clock this morning His Honor, Sir Francis Piggott, Chief Justice, presiding in Admiralty Jurisdiction, delivered the following judgment in the case, which has been reported in full in these columns:

The plaintiff, the owners of the steamship Tai On, sue the owners of the steamship Kwongtung for damages in respect of a collision between the two vessels in the Canton River, which occurred in the channel south of the Salt Flats. It is alleged through the fault of the Kwongtung.

The two vessels left Hongkong within an hour of one another on the evening of the 16th May, 1904, and proceeded to Canton, which they were both bound to reach at 6 a.m. on the 17th. The Tai On, the slower vessel, left first. She was passed by the Kwongtung off Tiger Island and remained astern for some time, being sighted by persons on the Kwongtung when that vessel was up to the Whampoa Barrier at about 4 a.m. The evidence of both sides agrees on this point.

By the custom of the port of Canton, ships are not allowed to enter before 6 a.m. and it is also the custom of the port that ships should enter in their berthing order.

The berth of the Kwongtung was higher up the river than that of the Tai On. She would therefore have precedence in entering the port.

Both ships were damaged slightly but the direct consequence of the collision was that the Kwongtung ran into and sank a salt junk at anchor on the south bank of the channel.

The salt junk, the "Alt Commissioner's Yamen," causing damage to her owners to the extent of \$20,000. This, mentioned at the opening of the case and also the fact that an agreement had been entered into between the owners of the two ships that the owner of the ship found to blame should bear the loss occasioned to the owner of the junk, regret that this fact was mentioned because it seemed to indicate a collusion on the part of the steamers—a most laudable desire as it seems to me—that justice should be done all round. But it is clear that no consideration of what I may call rough justice or equity should appear to influence the conclusion at which, with the most valuable co-operation of the Assessor, Captain Morrison agreed to by both parties. I have arrived. It is the more important that I should state this because I have to deal with a highly artificial rule of procedure in the construction of which there is not too much guidance in the books or authorities. I must not too that such an agreement as has been referred to seems to have obviated the necessity of a cross-action for damage to Kwongtung in which the application of this rule of procedure might, I think, have been simpler than it is. There is, however, no consideration nor have the proceedings taken the form of an action by the owner of the junk against the ship owners.

Having thus cleared the ground, I proceed to examine the facts and arguments advanced by both sides.

Paragraph 12 of the plaintiff's preliminary act alleges in the first place that "The Tai On had passed the Kwongtung."

The defendant's first argument deals with this statement. It relies on the rule to which I have referred above, and which is usually adopted in the form in which it is usually stated—"the Court will never allow a party to contradict his own Preliminary Act at the hearing"—and he maintains that the plaintiff's evidence does not bear out this allegation, that, if he has proved anything, it is another fact altogether, and that, therefore, whatever fault the Kwongtung may have committed in increasing her speed if he be fault the plaintiff must fail in his action. But I think this argument goes too far. Elaborated, it is as I understand it, this:—The facts set out in the Preliminary Act amount to a statement that the Tai On was the overtaking vessel and, therefore, this statement must be read subject to Article 24 of the Regulations for Preventing Collisions at Sea—in other words, that this sentence of Paragraph 12 of the Preliminary Act must be read "The Tai On was past and clear of the Kwongtung."

This would be supported by a further argument, that, because the Regulations must be specifically stated if by a reference to the actual number, at least by language corresponding to the regulations, and this is supported by the text books.

But the Assessor has explained to me the wide difference which exists between the word "past" and the term "past and clear," the latter term as used in Article 24 means that the overtaking ship has not only passed the overtaken ship but is sufficiently clear of it and I think further, that, though there is no reference to the Regulations, by number, there is a sufficient reference to them in Paragraph 14 of the Preliminary Act which, specifying the fault or default attributed to the other ship, says:—"Not keeping to the starboard side of the channel, not keeping out of the way of the Tai On; not slowing down, not stopping or reversing engine when danger of a collision arose."

I shall presently go into a minute examination of the figures. For the present, however, it is sufficient to say that the Tai On was not past and clear of the Kwongtung and the evidence, in my opinion, warrants this conclusion.

This preliminary point disposed of, these questions remain to be decided:—Was the Tai On past the Kwongtung and, if so, was the Kwongtung in default and, if in default, was her default the cause of or did it contribute to the collision? The law applicable to the circumstances, as alleged by the plaintiff to be derived from the Regulations, is this:—The Tai On, being the overtaking ship, was bound by Article 24 to keep out of the way of the Kwongtung, the overtaken ship, and was not relieved of this duty of keeping out of the way or "keeping clear," as it is termed in Article 24, by the fact that the Kwongtung increased her speed until she was finally past and clear. The Kwongtung on the other hand was bound by Article 21 to keep her course and speed. It is admitted that the Kwongtung did increase her speed after she was overtaken. It is at this point that the highly technical and arbitrary but salutary rule of procedure already referred to applies:—"The plaintiff may not contradict his Preliminary Act."

The application of the rule is said to be this:—Unless the Tai On can prove that she had in fact past the Kwongtung she must fail in spite of the fact that the Kwongtung herself violated Article 21 by increasing her speed. Whether or not this is the true application of the rule is, as I shall show presently, a difficult question, but it seems to me essential first to ascertain what in fact happened during the time which elapsed between the overtaking and the collision. If the Tai On did in fact pass the Kwongtung, then it will be unnecessary to

consider the legal question. If she did not, then this question becomes of paramount importance.

As was very frankly admitted by the learned counsel for the plaintiff, the evidence is conflicting. It is indeed conflicting. I hinted during the trial that it might be possible that the Court would believe neither of the stories of the two captains, and this is proved to be a fact for, as I shall show presently, not only does the evidence of the captain of the two ships differ, but there are serious discrepancies on both sides in the evidence given in support of the captain's statements. This has necessitated a most minute calculation of speed and distances which I now proceed to explain.

The speeds of the two vessels at different times may, with one exception, be taken as they were given in evidence, as the experience of Captain Morrison confirms them. The Tai On was going all through the material time at 5½ knots over the ground. The Kwongtung's half speed is 5½ knots. After the Kwongtung had gathered her full weight, that is after her full speed had taken full effect, she was going at 7½ knots over the ground under a low head of steam. The debatable question is whether during the trial the speed from half speed as Captain Walker says or from slow as Captain Lawrence says. The time within which she would have gathered full weight will differ in the two cases and I must examine the question from both points of view taking two minutes as the time from slow to full speed, and one minute as the time from half to full speed, noting, however, such variations as may be necessary owing to the Kwongtung's engineer's statement that the time from half to full may be rather more than one minute. The Assessor considers, after a very careful examination of the chart, the positions both at the point of overtaking and of collision as given by Captain Walker to be fairly accurate, this distance being 4,900 feet. We shall however determine it with greater accuracy.

The Assessor is also of opinion that the time of overtaking was 5.22 and the time of collision 5.28. That is to say that both ships ran for six minutes 'fore the collision occurred. The Kwongtung therefore ran for five minutes at 7½ knots; 3,600 feet taking the knot as 6,080 feet, and one minute gathering weight at 5½ knots, that is taking the average between 5½ and 7½ knots gives 633 feet—in all 4,233 feet. The Tai On ran for six minutes at 5½ knots—in all 3,972 feet. The length of the Tai On is 106 feet, the difference between these two results, namely 337 feet, is nearly two ship's lengths.

If the Kwongtung gathered full weight from half to full speed, in rather more than one minute, as the engineer stated, this difference would be only slightly reduced. This calculation is important in the first place as showing that Captain Lawrence's point of overtaking and collision are incorrect. He says he overtook the Kwongtung at the fort on the end of the Salt Flats and the point of collision is 1,200 feet more to the east than that given by Captain Walker. The distance between his two points is 7,393 feet and no calculation on any possible basis of speed justifies it. Moreover, were his point correct the Tai On would have been still further behind the Kwongtung and the collision could not have occurred at all. This calculation shows something else to which I will refer presently.

The material point, however, is not so much what the position of the two ships was at the time of the collision as what occurred during these six minutes.

Did the Tai On first pass the Kwongtung and was she then overtaken by the Kwongtung? We must see therefore what was the position of the two ships after the first and after the second minute. It is not necessary to go further because after the second minute the Kwongtung had gathered her full weight and being then the faster ship, the Tai On could not have overtaken her. It is evident that in the first minute, run, the Kwongtung had covered 633 feet the Tai On 611 feet. After the second minute run the Kwongtung had covered 633 feet 733 feet (or rather less if she took more than one minute to gather her full weight), in all 1,266 feet. The Tai On in the same time had covered 661 plus 661 feet, in all 1,322 feet. It is evident that it is clear that the Tai On could not have gained more than 44 feet which, giving her 50 feet overlap at the moment of overtaking, would not put her anywhere near where she alleges she was. It would only bring her bow about up to the funnel of the Kwongtung, but she never could have passed her. But the extraordinary part of this calculation is that though it is based entirely on Captain Walker's own evidence, it is in complete accordance with his witness. He admits that the Tai On's bow "was a little forward of his own bow," which is impossible. Not only that but, with these figures, the Tai On at the end of the six minutes run would have been so far behind—350 feet—that in this case also the collision could not have occurred. But there is, as I have said, one figure in this calculation, which is no doubt the speed at which the Kwongtung was going when the order full speed ahead was given. At the fact of the collision having occurred does not fit in with Captain Walker's figure of speed; we must try Captain Lawrence's statement as to the Kwongtung's speed. He says she was going slow. The Assessor gives her 3 knots if this is true. Further, her own engineer gives her 2 minutes for gathering full weight from slow to full speed. We have, therefore, this result:—The Kwongtung would have run 6 minutes at 7½ knots—2,937 feet—and 2 minutes at an average speed of 2½ knots—1,000 feet—in all 3,937 feet. The Tai On, as we have seen, had run 3,666 feet. The importance of these figures is this:—We do not know exactly how far the bow of the Tai On overlapped the Kwongtung's quarter. But the point of overtaking it seems to have been about 50 feet. The damaged plate of the Kwongtung was about 40 feet forward of her stern post, so that the relative position of the two ships was to all intents and purposes the same at the point of overtaking as at the point of collision. These last figures bear this out, for at the speeds on which this calculation is based the two ships had run practically the same distance—3,937 feet and 3,666 feet. It is, therefore, abundantly clear that the Kwongtung was not going at half speed when she was overtaken but at 2½ knots, that is slow as Captain Lawrence alleges; and it is also abundantly clear that not only is the 3 knots right, but that all the other speeds and positions on which the calculation is based are right. We can now examine the different positions of the two ships after the first and after the second minute. The Kwongtung after the first minute had run 633 feet. The Tai On had run 661 feet, gaining 28 feet. After the second minute the Kwongtung had run 1,266 feet and the Tai On 1,322 feet, thus gaining 56 feet, which is more than her length. But and this is the crux of the calculation, the Tai On, in order to get past the Kwongtung, would have to run 100 feet, that is minus 50 feet, that is 45 feet short of actual passing, first the length of the Kwongtung minus the overlap to feet plus her own length 187 feet—in all, 137 feet. The position, therefore, of the two ships at the end of the second minute was that the Tai On's bow would have

been 137 feet ahead of the bow of the Kwongtung. After that time she began to draw astern. The Assessor has checked and agreed with these calculations. Before, however, finally adopting them, or conflict with the evidence. I have therefore extracted from the statements of the witnesses on both sides what they say as to the relative positions of the two ships:—

TAI ON EVIDENCE.

Lawrence, Captain: Kwongtung w. I dead astern, could not tell how far, nor on which side her bow flagstaff was aft of my funnel; passed her at 5.15; at 5.20, 10 minutes after she was coming up; her bell rang when the ships were right abreast.

Stainfield, Chief Engineer: When I came out of cabin Kwongtung was passing us; her stem amidship (I) of our funnel; her Engineer was abreast of our engine-room skylight; impossible for our bow to be amidships of Kwongtung; our bow quarter ship's length ahead of Kwongtung.

Sing, Pilot: Passed Kwongtung at 5.15; 18 feet apart; got ahead of her two to three bow lengths; occurred immediately after reversing.

Ma Chi, Quartermaster: We went ahead of Kwongtung in 12 or 13 minutes (she had just passed the Barrier—after 5.8; 10 minutes after she went ahead of us; can't say how far Tai On passed Kwongtung; I could not look behind.

KWONGTUNG EVIDENCE.

Walker, Captain:—Tai On caught up at 5.20; it might have been little later. After full speed she drew up for 3 or 4 minutes till she was abreast: her bow a little forward of our bow; we never saw her funnel.

Mead, Chief Officer:—Saw Tai On abreast of our funnel; gradually coming ahead till funnels in line; bow abreast of bridge. Half minute after telegraph bow abreast of our funnel.

Cordeiro, Engineer:—Came on deck 5.22; soon after "full speed" saw Tai On overtaking us slowly; stood a little while, waved to Engineer of Tai On, went below, funnels level.

Sailor:—We saw her bow but never forward of our red screen.

Pui Ki, Assistant Pilot:—Going to wheel-house; saw Tai On stem just beyond our funnel; when I got to wheel-house her stem near our red screen.

Chi, Chief Pilot:—After "full speed" went out of wheel-house; but got no further ahead because we were "full speed."

Yuen, Chief Pilot:—Saw Tai On approaching; her bows came no further than wheel-house; her bow never level with our bow.

So far as the Tai On evidence is concerned that of the pilot may be put on one side as imaginary. So far as the evidence of the Kwongtung is concerned, the most serious discrepancy occurs between the statements of Captain Walker and Mr. Lewis, the passenger.

The Captain says that the Tai On's bow was a little forward of his bow but never forward of that, but Mr. Lewis says that the Tai On's bow came no further than the wheelhouse of the Kwongtung and that the bows of the two ships were never level. These two statements cannot stand together, and although we may not be able to accept Captain Walker's evidence, we certainly reject that of Mr. Lewis. For some reason or other, the passenger takes too much interest in the case. He could see what the position of the two ships was at the time, he was "driving at," though why I am not lost to understand. He was merely looking at the bow of the pilot as he saw not to fence for the counsel and what he says he saw was not what Captain Walker saw nor is it borne out by any other evidence. The chief pilot's evidence also disagrees with that of the Captain, though apparently agrees with that of the passenger. But on a little closer analysis, I think his evidence is in accord with the evidence of the sailor Yuen and the assistant pilot said. When Yuen went to fetch the assistant pilot, he says "The Tai On's green screen was opposite our red screen" and when the assistant pilot after he had been fetched got to the wheel-house, "The Tai On's stem was near our red screen." Now, clearly, what these two men saw happened after the Kwongtung had gathered full weight and when the Tai On was falling back, and this is really the effect of what the chief pilot says: "The Tai On's stem was up to our wheelhouse" when he went out to look but he adds he got no further ahead "because we were full speed." The chief pilot ought to know what he is talking. He must know that what he says is meaningless unless the Kwongtung had gathered her full weight when he went out to look. 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Mr. Chen, everything will work without a hitch, as there is no obstruction in the way that we can see, to a speedy completion of the railway."
—*N. C. D. News*.

PRINCE ARTHUR

AT SINGAPORE.

A MOST BRILLIANT RECEPTION.

DEPARTURE FOR HONGKONG

AMIDST CHEERS AND SALUTES.

(From Our Own Correspondent.)

Singapore, 4th February,
12 o'clock (Noon).

Prince Arthur of Connaught and suite arrived here on Saturday (3rd instant).

The reception accorded the Royal Visitor was of the most brilliant description, eclipsing anything that had been witnessed on the occasion of former Royal visits to this Colony.

The community, European and Chinese as well as the Malays, co-operated with the Authorities in the general scheme of open-air decorations. The result was that the whole plan was carried out in a most lavish manner. The principal streets presented a scene of unsurpassing beauty and brilliance, the artistic skill displayed forming the subject of general comment.

An immense throng of the inhabitants formed at the waterfront to witness the landing of the august visitor.

Prince Arthur, upon disembarking, was escorted to Government House, the streets along the route being lined with troops.

In accordance with arrangement a reception of the Chiefs of the Malay States was held at Government House at noon. The ceremony was invested with all the brilliant features of Oriental splendour.

Later in the afternoon the Prince drove in a motor-car under escort and was shown the principal sights and places in and around Singapore.

The evening reception at Government House was largely attended. The lantern procession organised by the Chinese community was on a big scale, and was most enchanting.

At noon to-day (Sunday) the Prince sailed for Hongkong. As the *Dongola* left her anchorage the large gathering on shore cheered again and again. There was an enthusiasm and a spontaneity of feeling that bespoke the genuine loyalty of the people.

The guns at the forts fired a royal salute as the *Dongola* steamed out of the harbour for Hongkong.

(The above telegram was issued in an "Extra" last evening.—Ed., H.K.T.)

HONGKONG'S RECEPTION.

THE OFFICIAL PROGRAMME.

The programme of the arrangements proposed for the reception of Prince Arthur in Hongkong has now been issued by the Committee. We reproduce below the copy which we have received officially. The complete programme is as follows:

THE ARRIVAL.

The P. & O. s.s. *Dongola*, with His Royal Highness Prince Arthur, and other members of the Garter Mission to Japan on board, is timed to arrive in the harbour at 10 a.m. on Friday, February 10th. Arrangements are being made by the Harbour Master with the owners of launches to make a line of launches dressed with flags from Green Island to the anchorage, and it is hoped also that the passage from the ship to Blake Pier will be lined with boats from the merchant ships in harbour, the occupants of which will receive the Prince as he passes with tossed oars.

THE LANDING.

Immediately the *Dongola* makes fast H.E. the Governor will proceed on board to call officially on H.R.H. Prince Arthur will be taken to land at Blake Pier at 11 a.m. and will be received there with a royal salute by a guard of honour of 100 of the rank and file of the 12th (Duke of Connaught's Own) Baluchis with the King's colours and Band of the regiment. An artillery salute of 21 guns will be fired at the same time from the saluting battery. His Excellency the General Officer Commanding and his Staff will be present with the guard of honour.

ADDRESSES OF WELCOME.

After H.R.H. has been received by the guard of honour the reception committee will be introduced by His Honour the Chief Justice, who will present an address of welcome. This will be followed by the presentation of an address by the Hon. Dr. Ho Kai on behalf of the Chinese community, and by Mr. Noma, Consul for Japan at Hongkong, on behalf of the Japanese residents in the Colony.

The space south of Blake Pier will be occupied by the Royal West Kent Regiment. Admission within the line of sentries to those taking part in the presentation of addresses, and to the Press, will be by ticket.

THE ROUTE.

After the addresses have been presented, His Royal Highness and members of the mission will proceed to Government House by following a route which will be lined by the troops, who will present arms by half companies as the Prince passes. The route from Blake Pier to Government House will be by Connaught Road, Wardly Street, Queen's Road and Garden Road (past the Peak Tram Station). The Band of the Royal West Kent Regiment will play selections on the Parade ground during and after the progress of H.R.H. to Government House. H.R.H. Prince Arthur, Lord Radcliffe, K.C.V.O., C.B., member of the Mission, Captain Wyndham, Esq., to H.R.H. and Mr. M. W. Lamson, of the Foreign Office, will, while in Hongkong, be the

guests of H.E. the Governor. Admiral of the Fleet Sir Edward Seymour, G.C.B., O.M., member of the Mission, will be the guest of H.E. Sir Gerard H. U. Noel, K.C.B., K.C.M.G., General Sir Thomas Kelly-Kenny, G.C.B., member of the Mission, and Colonel Arthur Davidson, C.V.O., C.B., Esq., to His Majesty the King, will be the guests of H.E. Major-General Villiers Halton, C.B.

ENTERTAINMENTS.

On the afternoon of Friday, 9th instant, H.E. the Governor will give a garden party, and in the evening an official dinner. On Saturday, 10th, the Royal party will proceed by sea to Deep Water Bay and will be entertained at lunch by the Royal Hongkong Golf Club. They will then proceed by chair across the hills to Happy Valley, and will be received and entertained on the polo ground by the Polo Club. In the evening H.R.H. and party will proceed to the Ko Shing theatre, where they will be entertained by the Chinese community. After dinner they will proceed along the route already indicated to view the illuminations in the Chinese quarter and also in the European quarter. They will then proceed to the Parade ground where a Baluchi and Khattak dance will be given by the 12th Baluchis. H.R.H. will be invited to take a short trip on the harbour to view the general illuminations on the Peak and harbour front.

The committee of the Hongkong Club purpose throwing open the Club to ladies after 10 o'clock on that evening. On Sunday, the 11th, Prince Arthur will lunch privately with the Duke of Connaught's Own Baluchis at Kowloon, and during the afternoon will visit the Peak. In the evening he will dine privately with H.E. Sir Gerard H. U. Noel, O.M., M.D., 12th, Prince Arthur will dine privately with H.E. Major-General Villiers Halton.

Owing to the death of His Majesty the King of Denmark, Prince Arthur will be unable to attend the races on the 12th and 13th, and the ball at which it was proposed to entertain H.R.H. on a former date has been cancelled.

H.R.H. and the Garter Mission to Japan will leave Hongkong early on Wednesday, the 14th instant, on board H.M.S. *Diadem*, and are due to arrive at Yokohama on Monday, February 19th.

HUMPHREYS ESTATE AND FINANCE CO., LD.

ANNUAL REPORT.

The report of the directors for the year ending 31st December, 1905, for presentation to the shareholders at the ordinary annual general meeting of the company, to be held at the registered offices of the company, Alexandra Buildings, Des Voeux Road, at noon on Saturday, the 10th inst., is as follows:—

To the shareholders of Humphreys Estate and Finance Company, Limited.

Gentlemen,—The directors now beg to submit to you their report and statement of accounts for the year ending 31st December, 1905.

The net profit for that period amounting to £125,671.97, to which has to be added the balance brought forward from last account £1,238,010.10, making a total of £1,363,682.07.

And from this have to be deducted:—
Remuneration to directors 5% commission £6,283.59
Remuneration to general managers 5% commission on net profits £6,283.59
£12,567.18

Leaving available for appropriation £125,662.82
The directors recommend that a dividend of eight per cent on the paid-up capital be paid to shareholders, amounting to £119,992.20 and that the balance of £5,670.62 be carried in new profit and loss account.

Directors.—Mr. J. Scott Harrison having resigned, Mr. C. Ewins was invited to fill the vacancy and accepted a seat on the Board. In accordance with rule 70 of the articles of association, Messrs. A. G. Wood, H. A. W. Slade, J. S. Van Buren, C. Ewins and Ho Tung retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Gaskell and W. Hutton Potts who offer themselves for re-election.

HENRY HUMPHREYS, Chairman.
Hongkong, 2nd February, 1906.

The accounts are as follows:—
Balance sheet for the year ending 31st December, 1905.

CAPITAL ACCOUNT.	
149,000 shares at \$100 each	\$14,900,000.00
13 shares \$250 each	3,250.00
	\$14,903,250.00
LIABILITIES.	
Insurance reserve fund	\$1,499,902.50
Fund for equalization of dividends	50,000.00
Sundry creditors	156,263.77
Mortgages	130,000.00
Unclaimed dividends	4,423.79
Profit and loss account	—
Amount carried forward from 1904	\$1,195,803.93
For the year 1905	\$125,671.97
	\$1,321,475.90
	\$1,363,682.07
ASSETS.	
Amount invested in property	\$1,385,525.46
on mortgage	\$4,421.90
Accounts receivable	312,083.00
Office furniture	528.00
Fire insurance premium unexpired	172.12
Cash in Hongkong and Shanghai	—
Bank and in hand	3,873.81
	\$1,866,606.33
PROFIT AND LOSS ACCOUNT.	
December 31st, 1905.	
To fire insurance premium	\$4,818.01
General charges	2,375.04
Allowance to general managers	—
to cover office rent and salaries of secretary and clerk	8,000.00
repairs	4,335.59
auditors' fees	250.00
balance	137,650.00
	\$161,493.24
January 1st, 1905.	
By balance carried forward from 1904	11,958.23
December 31st, 1905.	
rent	77,705.39
commission	9,080.15
transfer fees	278.00
	\$161,493.24

THE OUTRAGE IN CANTON.

REV. DR. BEATTIE'S NARROW ESCAPE.

INSUFFICIENCY OF POLICE PROTECTION.

FOREIGNERS' INSECURITY.

[Special to the "Hongkong Telegraph."]

Sunday, 4th February.
In our issue last evening we gave a telegraphic report from our correspondent in Canton of the attack made by a gang of armed robbers on the residence of the Rev. Dr. Andrew Beattie, of the American Presbyterian Mission, at Fa-ti. Particulars of the occurrence have reached us from a special correspondent this morning, and as they are absolutely authentic they will be read with interest as amplifying our cable message of last evening.

Canton, Feb. 3rd, 1906.
REV. DR. BEATTIE BOUND.

This morning about two o'clock upwards of thirty robbers surrounded the American Presbyterian Mission house on Fa-ti, in which the Rev. Dr. Andrew Beattie lives. After forcing the door open the robbers bound Dr. Beattie and then carried off almost everything they could find in the way of money, clothes and bedding. All the members of the family of the reverend gentleman were in bed and were awakened by the noise made by the invading gang. Rushing to the door which leads from the hall to the servants' quarters, Dr. Beattie saw a dozen men with torches, and all well armed.

REVOLVERS LEVELLED AT DR. BEATTIE.
The house is well removed from other houses and surrounded by a wall. There was no way of giving an alarm. It took the robbers less than a minute to force the door, and half a dozen revolvers were levelled at Dr. Beattie. Some of the robbers seized him and bound his hands with wire. The other members of the family were ordered to remain quiet.

THE ROBBERS AT WORK.

The robbers then proceeded in a leisurely manner to fill large sacks which they had brought with them to carry off the loot. Fifteen men out of the gang of thirty, or more, had each a flaming torch in his hand. The others proceeded to ransack the place in a perfectly matter-of-fact way, as they appear to have had the assurance that their plan could be carried out without the least fear of being disturbed.

Trunks were broken open and the contents turned bodily into the sacks. The bedding was taken from the beds in which the children were sleeping. When the men left, Dr. Beattie found himself without one suit of clothes, and was obliged to dress himself in some clothes which had just been sent in for the lepers. Two gold watches, and a valuable ring were among the articles stolen. Including everything taken, the robbers made off with over \$2,000 worth of property. The servants were not spared. Their clothes and bedding were also taken.

AN UNPRECEDENTED OCCURRENCE.
Never before has such a thing occurred. Chinese houses have been looted, but foreigners have escaped. Thieves have sneaked into houses and stolen articles and money, but this is the first time an armed band has forced its way into a foreign house and looted it.

INSUFFICIENCY OF POLICE PROTECTION.

The Viceroy has been notified several times that the police protection in the city and outskirts of Canton is not sufficient. In fact, there are no soldiers or watchmen in the neighbourhood. After the looting a guard-battalion stationed in the vicinity was notified, and the men replied: "It's none of our business."

There are armed bands all about Canton and they are becoming bolder. Now that one house has been successfully robbed, there is every likelihood that other attempts will be made.

This report was printed in a special supplement to the *Hongkong Telegraph* published at noon yesterday (Sunday).—Ed., H.K.T.]

U. S. CONSUL-GENERAL ENERGETIC.

[From a Correspondent.]

Canton, Feb. 5th, 1906.
The Pun U magistrate with Wen Taotai, Consul-General Lay and Consul Heintzelman visited the American Presbyterian Mission on Fa-ti on Saturday afternoon, and viewed the destruction wrought by the armed band of robbers. It seems almost impossible that such a large band of desperadoes could land on Fa-ti, rob a house and make off with the spoils, and no alarm be raised. It was rather a surprise to the Consuls to learn that on Fa-ti where there are twenty or thirty foreigners living, there is not a Chinese official high or low to whom a report could be made. In this case the missionaries had to wait quietly until morning before a soldier could be called, not one being stationed on the Fa-ti side of the river. The whole place is without protection of any kind. A couple of watchmen, "Lo King," were caught and tied to posts to keep them quiet. The only protection the natives have is to beat a gong and rely upon the villagers turning out to beat off the robbers. The U. S. Consul-General has taken the matter up vigorously and will see that in future a guard of soldiers is stationed on Fa-ti.

A BANKER PROSECUTED.

PRISONER COMMITTED FOR TRIAL.

This afternoon at the Police Court, before Mr. F. A. Hazeldan, U. Pan, the managing director of the Wing On Bank, No. 2 Kwong Yuen Street East, was brought up on remand and charged in that he did, on November 7th, 1905, then being a person against whom a "receiving order" had been made, did, after presentation of a bankruptcy petition against him, quit the Colony with intent to avoid examination with respect to his affairs, and otherwise to defeat and delay proceedings against him in bankruptcy. (Mr. E. J. Grist of Messrs. Wilkinson and Griest appeared for the defendant.)

His Worship said that in this case he decided to send the case for trial. He remarked that after the receiving order had been issued defendant should not have left the Colony. The defendant was committed for trial at the next Criminal Session.

DISPUTED RICE BILL.

In Summary Jurisdiction this morning, His Honour Mr. Justice W. P. J. Judge, presiding, the case in which the Fung Cheung Wing firm sued the Fung Kwong and others to recover the sum of \$385, 6 being the balance due for rice sold by the plaintiff to the defendant, was resumed.

Mr. R. A. Harding appeared for the plaintiff firm, and Mr. F. Paget Heit, of Messrs. Brutton, Heit and Goldring, appeared for the defendant. Ching Kwok Cheung, called, said he was a money collector in the plaintiff's firm.

Mr. Heit: By the way, I understand, my Lord, the requisite affidavit has been filed by the plaintiff.

His Honour: Well, what's going to happen now?

Mr. Heit: I should like my summons for security for costs to be heard first.

His Honour: I think we'll discuss that afterwards, as, if you lose, there will be nothing to discuss.

Ching Kwok Cheung, the witness in the box, continuing said he was a money collector for the plaintiff firm, and sometimes acted as a salesman. After the first sale of the rice he was instructed to proceed to "sumat," and he went there to defendant's matched and applied for payment, but did not receive it. Altogether he must have applied for payment ten or even twenty times for the amount due, but never got it.

Mr. Heit said he had a very good defence which would dispose of the action and proceeded to quote authorities showing that any two or more persons trading in co-partnership may be sued in the name of the firm as it existed at the time the action accrued.

Witness: I do not know Yu Ho Cheung. I have been in the employ of the firm since it started. That was in November 1904.

Asked if Yu Ho Cheung was called into court, witness said he had never seen him before.

Cross-examined by Mr. Heit, witness said that as regards Ching Kwong he could not have told the King that he was a partner in the firm as he did not know who the King was.

Mr. Heit said he would like the plaintiff recalled, and asked him when he first heard that Ching Kwong was a partner in the firm. Witness said Chow Yi told him, and others afterwards confirmed that information.

After further evidence had been taken, Mr. Harding said that the contract had been renewed in April last.

Mr. Heit said that the contract had been altered; it was not originally signed by both parties.

Mr. Harding said he could put in a contract showing both parties' signatures.

His Honour: But it is your evidence, and you can appeal on that point.

Defence: I proved innumerable payments and said nothing was due.

Mr. Harding said he submitted that he had made out his case, but His Honour, disagreeing with him, said:

Judgment for defendant with costs.

Mr. Heit: Then, my Lord, what about my security for costs?

His Honour: Oh, I don't think we need go into that. Mr. Heit: The plaintiff has several other firms in the fire, and I think there are some more cases coming up. He will not run away from them. I think your costs are safe.

Mr. Harding: I don't think the question need be raised.

THE MIXED COURT AT SHANGHAI.

PROPOSED NEW REGULATIONS.

The Ministers of Great Britain, Germany, the United States, Austria-Hungary, Russia, Belgium, Italy, Spain, Portugal, and Japan in Peking have communicated with the Waiwup with reference to the rectification of the existing regulations of the International Mixed Court north of the Yangtsekiang in Shanghai, stating that, owing to the extension of the International Settlements in 1868, the number of persons under the jurisdiction of the Mixed Court north of the Yangtsekiang has since been greatly increased. The existing regulations of the Mixed Court were drawn up long ago as of 1868, and on account of the growth of the Settlements, they require immediate rectification. Accordingly the following twelve new regulations have been drafted by the Consul-General in Shanghai for the information and sanction of the foreign Ministers and the Peking Government, and a copy has been sent for perusal to His Highness Prince Ching.

The new regulations are to be enforced as soon as they have been recognised by the Chinese Government.

1.—The International Mixed Court of Shanghai should always keep a charge book for entering all particulars of civil and other cases which may be brought up for hearing before foreign assessors and Chinese magistrates. Persons who are interested in cases will be permitted to inspect the book at all times.

2.—The public are allowed to hear all lawsuits which may be heard in the International Mixed Court. Consequently those cases which have been appointed by the foreign assessors and Chinese magistrates for private hearing.

3.—The rank of the Chinese magistrate in the International Mixed Court is to be that of a substantive subprefect, who shall have power to hear and sentence all descriptions of Chinese offenders and others in the foreign Settlements north of the Yangtsekiang. The magistrate is to be assisted by one or two expectant subprefects, the rank of whom are placed under the control of the Customs Toots of Shanghai.

4.—With the exception of purely Chinese cases, all other charges are to be heard by foreign assessors and Chinese magistrates. The former are to be appointed by the Consul-General of the Powers.

5.—The Customs Toots and the Consul-General should be appealed to for decision in case any difference of opinion or discord exist between the assessors and the magistrates concerning the decision of cases.

6.—The regulations of the Mixed Court are to be controlled in accordance with the sanitary regulations of the International Municipal Council and to be inspected by the Health Officer of the Council from time to time for the preservation of health among the planners.

7.—The warrants issued by the Mixed Court for the apprehension of Chinese residing in the International Settlements of Shanghai, must also be signed and sealed by the senior Consul-General, and must also be properly signed and sealed by the Consul-General or Consul of the country to which the employers of the defaulting Chinese belong, if they are employed by foreigners or foreign firms.

8.—Both plaintiffs and defendants are to be allowed to engage the services of foreign solicitors in cases which require the presence of foreign assessors in the Court. No foreign solicitors will be permitted to practise in the Court, unless they have been registered and sanctioned at their respective consulates.

9.—The assessors and magistrates shall have power to suspend the permit of any foreign solicitors from practising in the Court, if they are found guilty of disobeying their instructions, for a period of not more than one month. The time of suspension can be extended to six months if agreed by their respective Consuls in Shanghai.

10.—In hearing cases according to Chinese law the Mixed Court magistrate should give his decision fairly in accordance with the customs and manners of the Chinese merchants and people if there are no precedents for reference.

11.—All persons implicated in a case must obey the decision of the Mixed Court magistrate, which are to be delivered with the acquiescence of the foreign assessors.

12.—Existing regulations of the Mixed Court will remain in force if they do not conflict with any of the foregoing articles.

The Customs Toots and the Mixed Court magistrate in Shanghai have been urged by the Waiwup carefully to consider the new regulations, give their respective opinions on them, so that the foreign Ministers may be consulted about those articles which are inconvenient and unacceptable to the Chinese.—China Times.

SKILLING THE PHILIPPINES.

The canon regarding the proposed sale of the Philippines to Japan, says the *Manila Cebu Libre*, reads more like a Shanghai bunder than the efforts of the European War, though the British capital. It carried its refutation on its face, for the thoughtful person. The only interest it had for American readers lies in its effect on the Philippines, and especially on that class which arrogates to itself the right to speak for the Filipino people.

While few of these "illustrators," who follow more or less closely the drift of events, believe the tale of the proposed sale, their comments are significant, and indicate how such an occurrence would be received by them were it actually contemplated. Curiously enough, many of them would welcome the disposal to Japan of the islands. It is true that none of the native papers has favoured the scheme, but in private conversation many well-known Filipinos have stated their hopes that the report prove true.

One of the most prominent of the Government officials said that practically all the Filipino leaders—meaning the politicians who keep their names before the public—would welcome such a transfer of sovereignty, but that the masses—meaning, those remote from Manila and other centres of agitation—would oppose such a measure, and would have to be educated up to it.

If any proof were lacking that these so-called leaders of the Filipino people are blind leaders of the blind, these expressions of opinion would supply it. Crying for independence, and then, when the time comes, hailing the same breath advocates a course that would blot out for ever any hope of independence. The instinct of self-preservation in the face of the political theories of the head men. That instinct tells the tale that if Japan took these islands he would in a few years be crowded into the sea by the overwhelming immigration of Japanese, all sturdy labourers or skilled mechanics.

The two know his weakness is inability to compete in the field with stronger races. He knows that without barriers erected by a merciful protector the swarm of Japanese and Chinese would even here crush him in a few years.

THE JAPANESE POLITICAL PARTIES.

MARQUIS SAIONJI ON THE ADMINISTRATION.

THE BURDEN OF EMPIRE.

On the 21st ult., at a general meeting of the Constitutional Association, Mr. Matsuda, Minister for Justice, as one of the leaders of the party, read an address from Marquis Saionji, the Premier and the President of the Constitutionalists. The address was characteristically general in tone, and its principal feature was the announcement that the administration of the Government must be conducted under the guidance of public opinion.

Speaking of post bellum undertakings, the address says that financial consolidation, as well as the development of industries and commerce, are of primary importance. Endeavours must also be made to maintain the Army and Navy in a state of full efficiency; while it is no less important to take measures to further the education of the people.

Turning to foreign relations, the Premier says:—"It is quite conceivable that opportunities for conflict of interests will increase as the relations of the Empire with foreign Powers become closer, and a favoured nation to-day may be an enemy to-morrow. At present the world is closely watching every action of this Empire, as our national destiny is rapidly rising, and we must be cautious of our every action lest the suspicion of the Powers be aroused. Endeavours should be made to conduct the protectorate in Korea successfully and to induce the sympathy of the Koreans to increase the existing friendly relations between Japan and China, and impress upon China the sincerity of our Empire towards her, that we may advance in civilisation in peace side by side. These are the most urgent matters in the present diplomacy of the Empire. There are other questions of foreign and home affairs which require attention, but these are too numerous to be enumerated here, and you will be well acquainted with their outline. All these affairs are closely related with finance and their execution will necessitate further demand on the financial resources of the nation."

his demand a display of greater patriotism than was shown during the war, and the nation must prepare to bear the heavier burden consequent on the increased prosperity of the Empire.

"I earnestly hope that the whole nation will unite as one, and prepare to bear the increasing burdens placed upon them, which are necessary for the furtherance of the prosperity and welfare of the nation. It is the common duty of myself and the gentlemen present to carry out these words, and we must have the sympathy of the whole people."

In conclusion, the address emphasises the fact that national unity is no less necessary in time of peace than in time of war, and points out that the present is the occasion to carry out the great work now indispensable.

"It is essential for the party to bring about the unity of the whole nation, to show magnanimity, and to co-operate with the people who are of the same view, in the interest of unity. It is the imperial policy of the Restoration to conduct the administration of all affairs of State under the guidance of national public opinion, as declared by Imperial Rescript; and the Constitution of the Empire has been adopted in accordance with that imperial policy."

about forty years the Empire has marvellously progressed in prosperity, and at the present time its position has been advanced. Making the best opportunity for placing the operation of the Constitutional Government on a solid basis, and leaving a model for the rising generation. The gentlemen present are requested to conduct and deliberate upon the affairs of State in strict accordance with the principles of justice and impartiality, leading to unanimity of public opinion, to deliver the nation from her troubles, and contribute to the successful operation of the Constitutional Government."—Japan Chronicle.

STRAITS CURRENCY REFORMED.

Last week, we announced in a cablegram from our correspondent at Singapore that the Straits Settlements had decided to fix the dollar ratio at 25 s.d. A meeting of the Legislative Council was held on the 30th ult., to pass the Currency Note Amendment Ordinance. A report of the proceedings appears in the *Straits Daily Mail* of the 30th ult., and reads as follows:—

Our announcement yesterday morning that the rate of exchange would then be considered by Government, which was based upon exclusive information, brought a throng of visitors to the Council Chamber.

CURRENCY BILL.

The ostensible purpose of the meeting was the consideration of a Currency Note Ordinance Amendment Bill (Bill No. 10) to amend the Currency Note Ordinance 1899, which was down for first reading.

The Bill was as follows:—
A Bill intitled an ordinance (further to amend the Currency Note Ordinance 1899).

It is hereby enacted by the Governor of the Straits Settlements with the advice and consent of the Legislative Council thereof as follows:—

WELCOME PRINCE ARTHUR.

HONGKONG'S ENTHUSIASTIC RECEPTION.

ADDRESSES FROM BRITISH, CHINESE, AND JAPANESE RESIDENTS.

FULL ACCOUNT OF CELEBRATIONS.

The arrival of Prince Arthur of Connaught, was witnessed by thousands of the citizens of Hongkong this forenoon. From early morning, the Praya was crowded with people anxious to gain a glimpse of the Royal visitor, and to join in the enthusiastic welcome of which His Royal Highness was the recipient from high and low alike. Not only ashore, however, was it made manifest that an unusual occasion was stirring the multitude, but also afloat the launches carried crowds of passengers who continued to offer tribute to the incoming guest. When the Peninsular and Oriental Steam Navigation Co.'s vessel the *Dongola*—one of the newest of that Co.'s craft in the Far East—arrived in the harbour, an official visit was paid to His Royal Highness by His Excellency Sir Matthew Nathan, and afterwards by Vice-Admiral Sir Gerard U. Noel. Shortly afterwards, Prince Arthur left the *Dongola*, accompanied by his suite, when the warships in the harbour fired a Royal salute in honour of the distinguished visitor. At Blake Pier, Prince Arthur was met by a great concourse of residents, representing all classes of the community—British, Chinese, Japanese and others. In the name of the British community, Sir Francis Pigott presented an Address of Welcome to His Royal Highness, and other Addresses of Welcome were read by the Hon. Dr. Ho Kai, representing the Chinese, and by Mr. A. W. Brewin, the Consul for Japan, in name of the Imperial subjects of the Emperor of Japan. To these various welcomes Prince Arthur eloquently replied, and he afterwards proceeded to Government House, where His Excellency the Governor gave a garden party at which representatives of all classes attended. His Royal Highness leaves on Wednesday for Japan, being bound on a mission to invest the Emperor of Japan with the Order of the Garter. Various festivities have been arranged to take place during the Prince's stay in Hongkong and, in fact, the Colony is in fête.

THE PRINCE'S ARRIVAL.

MARVELOUS SCENE AFOAT.

WELCOMING THE PRINCE.

Never has Hongkong harbour presented a more animated and picturesque appearance than it did this morning preparatory to the arrival of Prince Arthur of Connaught. It was a beautiful morning. The Peak was enveloped in a slight haze, through which the signalling flagstaff appeared dimly, and many were the anxious eyes which turned over and anon to that guide of the *Dongola's* progress. Workmen were as busy as bees at Blake Pier; half a dozen of the Public Works Department were directing the embankment operations with a force and vigour which spoke volumes for the energy which can be displayed by that Department when a special occasion arises. That old eyesore, the matted over the Pier had been transformed. It gleamed under the moat and greenery which covered the roof, but there were a few places where the old dilapidated crept into the light of day. The red-clothed seats were filled with a crowd of coolies armed with chairs which they planted everywhere, in response to the instructions of the P. W. D. officials. By and by, an elaborate ornamental design was raised over the entrance to the reserved seats. The edges of the Pier were lined with pot plants which came from the Botanical and Afforestation Departments. On the whole it was a somewhat tedious scheme of decoration that had been adopted. And the spectators who stood by even at the early hour of 8 a.m.—did not hesitate to express their opinion on the subject. They began by wondering at the transfiguration of the Pier and then started to criticise. But as they belonged to that large section of the community which had received no tickets of admission to the reserved seats, their views were discounted by the free-lance character of their ideas.

AN ENCHANTED SCENE.

What struck everybody was the enchanting appearance of the harbour. Sydney may boast its beautiful bay; Kingston prides itself on its landlocked harbour, and half a dozen other places have claims to recognition. But Hongkong harbour on a warm sunny morning, just as the mist is rolling away from the land and the sun is sparkling and scintillating in the drowsy waters, will compare with any place for beauty and charm. To-day it surpassed itself. People who pass it from early morning till dewy eve expressed their delight at the scene, and discovered for once that they were gifted with the artistic perception. It may be said that it takes little to arouse the artistic sense when the spectator is satisfied with himself, but after all, rarely has a more beautiful morning arisen in Hongkong. Out in the harbour the sunlight was playing pranks with the vessels. It coloured them all shades and tints. It wandered over them and shunned their defects to give prominence to their lines and symmetry. One four-masted ship away at the far end of the bay rose up like a dream, out of the diamond sparkles which rippled around it. The steamship *Korea* was a marvel of fine lines. And the junk, even the sampans with their dry sails and suspicion of unsavouriness, floated along, another feature to the landscape which appealed to all but the self-educated cynic. Certainly Prince Arthur of Connaught could not have been favoured with more beautiful weather on his arrival in Hongkong.

WATCHING THE STEAM LAUNCHES.

Then the steam-launches came out, flaunting their colours, tricked out like so many gamblers. Ordinarily the steam-launch is anything but a thing of beauty. It resembles a lousy little personage who would make the manners of its betters. It splutters and shouts and calls attention to its pompous little self by every means in its power, giving importance by its very self-importance. To-day it bore no resemblance to its ordinary appearance; it was in holiday mood and attire. And it obeyed the behests of the Harbour Master with a meekness and docility which perfectly astonished old residents.

Mr. Basil Taylor himself, top-hatted and frock-coated, was the autocrat of the water. Usually he delegates his authority to subordinates. To-day he was the power of the law *in propria persona*. Whatever he ordered, the steam-launches—and Hongkong boasts probably the largest collection of steam-launches of any single port in the world—followed implicitly.

There were launches of all sorts and sizes, from the large substantial boats belonging to Sir Paul Chater and Mr. A. H. Rennie, to small irresponsible affairs which bobbed in and out of the shipping and did everything but keep their places.

A NOON FOR JOURNALISTS.

It may be stated that through the courtesy and kindness of Mr. A. H. Rennie, the representatives of the press in Hongkong were accommodated on board the *Canada*, which is probably the largest launch in the harbour. As a result of the vessel's size, it was appointed to head the procession of launches, with Sir Paul Chater's launch heading the second line. The pressmen went on board the *Canada* shortly after eight o'clock and cruised around the harbour waiting for the *Dongola* to appear, being provided meantime with every comfort and convenience that could be provided on board. In fact, it was a gift which greatly mitigated the difficulties of the journalist's craft and was highly appreciated.

THE "DONGOLA" SIGHTED.

The signal gun that the *Dongola* had been sighted was fired at 3.20 a.m., and the flag went up that sea was only four miles distant and it might be expected to pass Green Island at 9 o'clock. Immediately there was a scurry and commotion on board the decorated launches. They hunted for positions and went everywhere but in the right place. But the *Dongola* lagged behind. Most people had time to admire the picturesque aspect of the harbour as viewed by vessels flying the flag of all nations. There was not an undressed merchant vessel in the harbour, even the junks flew their small red squares of bunting. At one time, early in the day, when the launches—on most of them—were crowded together at their usual anchorage near Blake Pier, each sporting all its favours, the scene was very pretty. The majority of launches were content with flags alone to add to their appearance, but one, the Hamburg-America Line launch, was adorned with festoons of greenery around her prow and stern, and was one of the prettiest boats on the water. There was a crowd of vessels carrying the Japanese flag. All morning the harbour was alive with life.

At 9 o'clock, the *Dongola* slowly appeared rounding the Green Island point and steamed up the harbour at a tantalisingly slow pace. People thought she would never crawl up.

The six or eight British warships in port—by the way, had their ensigns at half mast in memory of the King of Denmark—sounded their guns and the marines and sailors could be seen taking up their positions.

A police launch, the very first pigmy beside the huge *Dongola*, led the latter until the naval police took up the lead. "Annull launch, apparently from Cosmopolitan Dock, decked with red and white bunting, disclaimed the ordinary course pursued by the rest of the fleet and spent a lively time "on its own," concerning, higher and further like an irresponsible child. It had a sort of private seizure with the *Dongola* by meeting it half way on the route to the pier, but it is to be feared that the Prince did not appear at that particular time.

ARRIVED AT LAST.

The *Dongola*, whose stern flag was at half mast, proceeded to the men-of-war anchorage, the small fleet getting into two lines. The *Dongola* sailed on, the men-of-war and the crews lined up with arms presented. The band of the *Canada* played a welcome to Prince Arthur of Connaught and welcoming flags were hoisted.

His Excellency the Governor, wearing the second class uniform of the Governor of a first class colony, and accompanied by his two A.D.C.s and his private secretary, Mr. R. A. D. Posenby, proceeded on board the *Dongola* at 9 o'clock. The Hon. Captain Barnes-Lawrence, the Harbour Master, also went on board with Sir Matthew Nathan. His Excellency returned at 10.15 a.m. As the Governor passed down the lines of the guard of honour, from the 12th Baluchis, which was drawn up on the pier under Captain Brown, he was received with a military salute, and when he walked along the pier to his chair he was greeted by the civil community with cheers, a courtesy which His Excellency acknowledged. At 10.50 Sir Matthew Nathan left by his chair for Government House—there to await the Prince—and, thereafter, to while away the time the band played a selection of music.

Meanwhile, Prince Arthur received Vice-Admiral Sir Gerard U. Noel and left shortly after 11 a.m. in the *Victoria* for Blake Pier. Immediately the *Dongola* appeared on the gangway of the *Dongola* a tremendous cannonade broke out, the entire fleet in the harbour according the Prince a royal salute. The firing was very rapid and the last thundering shot died away as the Royal Standard flew to the breeze and the *Victoria* started on her way to the Pier. Shortly the *Victoria* passed through the lines of launches, and before another vessel had followed His Royal Highness, the ceremony of presenting the addresses of welcome was over and the Prince had departed for Government House.

SHIPS DRESSED.

The harbour itself presented a most unwonted appearance, and, as alone, would have told the most superficial observer that there was "something a-doin'" out of the ordinary. A spectator would find himself in a daze attempting to compute the number of miles of bunting which was sent floating, and aft from the masts, stern and side, of the various vessels in the harbour, of varied nationalities, which had seized this opportunity to "air" their signal flags, and had it but been a midsummer day the *mise en scene* would have been a veritable "Marmaduke's Dream." As it was, however, the launches were vessels from Italy, Germany, Norway (the New Kingdom), France, America and Sweden, all lying in the harbour and all sporting the festive dress which is the international sign manual of maritime rejoicing. The ships in gala dress were the following:—*Charterhouse* (British), *Mercedes* (British), *Yacht* (Swedish), *Lucia Victoria* (Italian), *Regatta* (British), *Turkey* (British), *Quarta* (German), *Sydney* (German), *Dr. Lam Jung*

Kier (Norwegian), *Nana Wagner* (German), *Sinla* (British), *Vincent* (British), *Jehung* (British), *Talimann* (Norwegian), *Emma Layken* (German), *Stigora* (German), *Korea* (American), *Temelucka* (British), *Prithoff* (Norwegian), and the P. and O. *Arcturion* (British).

THE LAUNCH "AVENUE."

FROM SHIP TO SHORE.

The lane of launches forming a sort of floating guard of honour was composed of the following vessels, with Sir Paul Chater's *Canada* heading on the east of the line and Mr. A. H. Rennie's *Canada* on the west: the *Martha*, *Standard*, *Red Cross*, *Grey*, *Wilkes*, *Vacuum*, *Marlow*, *Hol*, *Bohann*, *Orlando*, *Star*, *Lee Sang*, *Kwong Yik*, *Edward Lloyd*, *Hoppe*, *Mitke*, *Mitke*, *Bismarck*, *A. Molle*, *Billy*, *Tung Ling*, *Hung On*, *Blow*, *Sea Serpent*, *Wing Lee*, *Erin*, *Wing Fook*, *Sin Tai Koo*, *Tai Koo Ling*, *Tai Koo Fook*, *Tung*, *Zeolus*, *K. 3*, *K. 5*, *K. 1*, *K. 11*, *C. 3*, *C. 4*, *Progress*, *Thun Lee*, *Kwong*, *W. Kim Koi*, *Tung On*, *Chun Fui*, *Chien On*, *Tung Lee*, *Chong Tung*, *Lee Ping*, *Kwong*, *W. Chong Tung*, *Sun Sun*, *Lee Sing*, *Kwong*, *Chong Tung*, *Chong Kung*, *Shanling*, *Ying Pa*, *Grechen*, *T. Kowick*, *Agger*, *Kwong Tung*, *Tuck Lee*, and *Fui Sun*, in all thirty-eight private and thirty hired launches. Those providing these launches were Sir Paul Chater, C.M.G., Messrs. A. H. Rennie, Mary & Co., the Standard Oil Co., the Vacuum Oil Co., Shewan, Tomes and Co., Blackhead and Co., Chan Hing, the Pacific Mail S.S. Co., Lunderlow & Co., Chan Sze, the Osaka Shosen Kaisha, Leung Kam, Swok Poo, Norddeutscher Lloyd, Green Island, Canada Co., Hamburg-Amerika Line, the Alstern Bussan Kaisha, Bismarck & Co., Wilks and Jack, W. S. Bailey & Co., Tung Tai Tseung Kee & Co., Ho Cheuk Hung, C. Schlieter, Robert Jack & Co., Kwok Yui Cheung, Kwong Shun Steamboat Co., Ltd., Simmeson & Co., Manie Meah, Butterfield & Swire, Hongkong & Whampoa Dock Co., Ltd., Charidon & Co., Tang Chan Wan, and Macdonald & Co.

BLAKE PIER.

Blake Pier had so transformed as to be unrecognisable as the Colony's principal landing place. The mat roofing had been almost entirely hidden away out of sight under profuse masses of evergreens which gave quite an air-like appearance from an outside view, which was pleasing and attractive to the eye, while the inner side had been roofed in throughout with the flags of all nations and other bunting, well stretched and arranged so as to cover the entire inside slope of masts. The supporting pillars, too, had been entwined with evergreens, and the flags of all nations, sailing surrounding the roofed portion of the pier. From the landing steps to the road the usual red baize covered the passage-way, and this was flanked on either side by palms and plants, strictly of Oriental origin. On each side of the entrance to the pier were the stands for the ticket-holding members of the public, and those also were elaborately draped with red baize and festoons of foliage, while across the road, hiding the embryo Post Office was another stand for sightseers. At the northern end of the pier was a high flag-staff, and at the moment of His Royal Highness's placing his foot for the first time on Hongkong soil the Royal Standard was sent floating to the breeze, while simultaneously the Royal Artillery fired the first round of the Royal salute of 21 guns, the signal being given by the dropping of the military pennant from the yard arm of H.M.S. *Tamara*. The space east of the pier was kept by the Hongkong Police. The police, were dispersed in companies as follows: Inspector Baker's company in front of Blake Pier; Inspector Smith's company from Blake Pier to the City Hall; Inspector Warnock's company from the City Hall to the Peak Tramway terminus and Inspector Gauld in the Eastern district. On Blake Pier a guard of honour was stationed, supplied by 100 rank and file of the 12th Baluchis, the Duke of Connaught's Own, under Captain Brown, with two subalterns, one of whom held the King's Colours, and these gave the royal salute as H. R. H. stepped ashore.

AT BLAKE PIER.

A MAGNIFICENT OVATION.

THE PRINCE CHEERED TO THE ECHO. At Blake Pier, as has been stated, stands were provided on either side for the public. The stand on the east was occupied mainly by the European community—both ladies and gentlemen—and being reserved for the Duke of the Japanese community in Hongkong, who filled the seats from the lowest to the highest tier. The western stand was taken up by quite as influential a body of ladies and gentlemen, a special enclosure being roped in for the large number of the Chinese deputation and others of the more influential of this large and important community in this Colony. The members of the Reception Committee were present in full force, comprising the following gentlemen:—

His Hon. Sir Francis Pigott, Chief Justice (chairman).
The Hon. Mr. W. Chatham, Director of Public Works Department.
The Hon. Mr. C. W. Dickinson.
The Hon. Mr. A. W. Brewin, Registrar General.
The Hon. Capt. L. A. W. Barnes-Lawrence, Harbour Master.
The Hon. Dr. Ho Kai, C.M.G.
The Hon. Mr. R. G. Shewan.
The Hon. Mr. R. G. Stewart.
Sir G. P. Chater, C.M.G.
Messrs. F. J. Buley, Captain Superintendent of Police.
Mr. E. A. Hewitt, Superintendent, Peninsular and Oriental Steam Navigation Company.
Mr. J. R. M. Smith, manager, Hongkong and Shanghai Banking Corporation.
Mr. D. R. Law.
Mr. S. T. Dunn, Superintendent, Botanical and Afforestation Department.
Mr. Leung Tui-chi.
Lt. Col. C. H. Pratt, D.S.O.
Capt. Savory, R.N.
The Hon. Mr. H. E. Pollock, K.C.
The Hon. Sir Henry S. Berkeley, Attorney-General.
The Hon. Mr. T. Sercombe Smith, Colonial Secretary.
Mr. E. H. Sharp, K.C.
Mr. A. Levy, manager, E. D. Sassoon & Co.
Mr. E. Shelling, manager, David Sassoon & Sons.

Among the others present we noticed that there was a full representation of the Consular body, namely: General Bragg, Consul-General for the United States, and Mrs. Bragg; Mr. D. Noma, Consul for Japan, and Mrs. Noma; Mr. Kruger, Consul for Germany; M. Liebert, Consul for France; Consolheiro A. G. Romano, Consul-General for Portugal and Consul for Brazil; Mr. J. J. Leira, Vice-Consul, and Mrs. Leira; Chevalier Volpicelli, Consul for Italy; the Rev. Mr. W. Pearce, the senior missionary of the London Missionary Society in China; the Rev. Mr. P. Pozzoli, Roman Catholic Bishop of Hongkong, accompanied by his private secretary, the Rev. Father P. de Maria, and many others, including a number of naval and military officers and their wives.

CHINESE YELLOW BANNER.

One of the features of the decorations on Blake Pier was the yellow banner on which was worked in blue and red characters in all the address of welcome presented by the Chinese community to His Royal Highness, a translation of which appears below. The banner was some seven feet in length and about three feet in width. It was displayed in a conspicuous position, and was jealously guarded by two Chinese *hongs* and a European sergeant of police. The Hon. Dr. Ho Kai, who made the presentation, explained to a few of those present the allegorical representations embodied on the banner. The Chinese deputation was headed by the Hon. Mr. A. W. Brewin, the Registrar-General of the Colony, and was composed of the following gentlemen:—

Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei Yuk, Fung Wa Chun, Lau Chi Pak, Ho Fook, Chan Kang-cho, Leung Pui-chi, Chan Siu-chi, Chan Kung-cho, Wong Kam-fuk, Poon Yau-chuen, Ip O-shan, See To-sham, Chan Siu-pak, Choy Kwai-ning, Li Pak, Tung Lap-ling, Ip Shun-kam, Poon Tze-wan, Pang Tin-wan, Mok Tso-chuen, Yuen Lai-chuen, Wei Lai-yue, Li Sau-hin, Tong Lai-chuen, Li Pak-wai, Kwong Fung-kuk, Hu Shun-chuen, Chai Phan-ping, Leung Kuo-pau, Li Shiu-cho, Ng Lai-ling, Tseung Si-yai, Cheong Tiao-ting, Wong Fung-ming, Cho Tze-ning, Chan Lok-chuen, Chan King-wan, Chan Ching-hing, Siu Yuen-fai, and Tong Tze-sau.

A SIMPLE ADDRESS.

The English address was printed on vellum, with a gold border and was enclosed in an embossed red morocco cover, the whole being encased in a plain black box, which was surmounted by the seal of the Colony in silver. The seal represented, on the background, the island of Hongkong, with a Chinese junk in full sail in the foreground. The device was surmounted by the Royal Arms.

THE FIRST GUN SIGNALLING the departure of His Royal Highness from the *Dongola*, was fired at seven minutes past 11 a.m. The *Victoria*, on which the Prince travelled to Blake Pier, arrived at the landing stage at 11.14 a.m. The Indian guard of honour, the 12th Baluchis (the Duke of Connaught's Own) presented arms and saluted our Royal guest as he stepped upon our shores for the first time. Simultaneously the band of the regiment of Hongkong played the National Anthem, while the people raised their hats and rose to their feet.

THE RECEPTION COMMITTEE, headed by His Hon. Sir Francis Pigott, Chief Justice, were awaiting the landing at the eastern side of the wharf. As the Prince approached, Sir Francis Pigott, as chairman, stepped forward and the Prince shook hands with him. The Chief Justice proceeded to read the address of welcome on behalf of the community of Hongkong.

THE ENGLISH ADDRESS.

Sir Francis Pigott read the address in the following terms:—

To His Royal Highness, Prince Arthur, Frederick Patrick Albert of Connaught, K.G., G.C.V.O.
May it please Your Royal Highness, The subjects in Hongkong of His Majesty the King offer Your Royal Highness a very cordial welcome.

His Royal Highness recalls that of His Royal Highness the Duke of Connaught, with whose name the extension of the city adjoining this pier, and the rapid growth of the Colony which has resulted therefrom, are intimately associated. The high mission on which Your Royal Highness is now proceeding is connected with the foundation of a friendship of special value to this Colony as the part of the British Empire nearest to the Empire of Japan. The welfare of Hongkong depends on the universal peace of the East and West will tend to secure on commerce which that peace should extend, and on the efforts and public spirit of the inhabitants, who are profoundly impressed by the bright example of Japan in these respects. We trust that Your Royal Highness will derive pleasure from this visit, and will realize that, though our Colony is small in area and of comparatively recent acquisition, its proud status as the greatest shipping port in the world, and its position as the advanced post in the Far East of the Empire, ruled over by our beloved King, render it by no means the least important of His Majesty's Dominions.

Our fellow-residents of other than British nationality, whose enterprise and industry, finding full scope under the freedom and protection of the British flag, have assisted in the development of the Colony, join in the welcome it now offers to Your Royal Highness.

Prince Arthur acknowledged in the following reply:—

Sir Francis Pigott and gentlemen—I thank you very much for the Address of Welcome which you have presented to me on behalf of His Majesty's subjects in Hongkong.

I am glad that the mission with which I am charged has given me the opportunity of visiting this great shipping centre, of whose importance I am well aware.

I thank you for the reference to my father and I am glad to know that his name is associated with such signs of prosperity as those mentioned in the Address.

I should be glad to see His Majesty the King of the high proof of loyalty to His Majesty exhibited in the welcome you are good enough to accord to me to-day.

Sir Francis Pigott thereupon presented the illuminated address and case to His Royal Highness, and introduced the Chinese members of the Committee to the Prince—the Hon. Dr. Ho Kai, the Hon. Mr. Wei Yuk, and Mr. Lung Pui-chi.

THE CHINESE ADDRESS.

Dr. Ho Kai, as the spokesman for the Chinese Committee, read the following address to His Royal Highness—being supported by the chief members of the Chinese deputation, numbering over 40 members of the most prominent Chinese in the community:—

The humble address of the Chinese of Hongkong, to Your Royal Highness—We, the Chinese of Hongkong, representing merchants, and others, humbly acknowledge that we have long found a safe refuge under the shelter of the August Ruler of the British Empire. We feel with gratitude His Majesty's quickening influence and thank him for the manifold blessings wherewith he has enriched us. From his Government we have received guidance and support; under the rule of his Ministers peace and concord. Earnestly and often we have striven to repay in some measure the kindness shown to us, and now we hail with respect and joy the fortunate arrival of Your Royal Highness Prince Arthur of Connaught. In your hands are the jewelled greetings from a King's Palace, and you bear them with Royal ceremony to the eastern isles. On the happy day of the second month of the wheels of your princely chariot are stayed by the Fragrant Stream. You come as a glorious cloud to this distant land and as a downpour of timely rain. Your banners descend from heaven and the longings of your people are fulfilled. As your sacred shadow over the Colony at every door shows of joy arise the King of Kings. You have laid aside the dignity of

your royal birth to labour for the peace and prosperity of the nation. Deep we bow in admiration and our loving reverence is increased a thousandfold. We pray that virtue and happiness may be multiplied unto you and we beseech you deign to listen to us while with one heart and voice we join with our rude fellows in the universal song of praise:—Gentle folk and simple, by the Fragrant River, Bathed in a King's mercy, find refreshment ever.

Happy Day! When King's son, hither journeying, Bringseth for the winter seasonable spring, Swelleth seed and bloweth meat; Nature bounteous.

Day-Star of all countries, at thy quickening breath, Through a thousand autumns shall thy glory stand, For a sure protection to our peaceful land. Dated on a lucky day of the second month of the year 1906.

Prince Arthur replied:—Dr. Ho Kai and gentlemen—I thank the Chinese of Hongkong for the address of welcome with which they have met me here to-day. I shall have the honour to inform His Majesty the King, at the earliest opportunity of the expression of the cordial sentiments of their goodwill embodied in the address.

The yellow banner was rolled and presented in a black case to the Prince.

THE JAPANESE ADDRESS.

The last address of the forenoon was that presented by Mr. Masaichi Noma, Consul for Japan in Hongkong, on behalf of the Imperial subjects of the Emperor of Japan.

Mr. Noma read the address as follows:—

To His Royal Highness Prince Arthur, Frederick Patrick Albert of Connaught, K.G., G.C.V.O.
Sir,—On behalf of the Imperial Japanese subjects resident in His Britannic Majesty's Colony of Hongkong, I have the honour of participating in the pleasurable duty of respectfully greeting Your Royal Highness upon your safe arrival here to-day, after a long voyage through varying climates, en route to our country bearing the Royal Mission of His Majesty the King of Great Britain to the Imperial Court of Japan.

It gives us the utmost happiness to welcome Your Royal Highness in such an excellent state of health. I venture to express the hope that Your Gracious Mission will further promote the cordial relations which now exist between the two Imperial Courts, to the joy and happiness of both nations—Great Britain and Japan.

The Japanese residents, enjoying the benefits of benign protection in this Colony, respectfully beg to take this opportunity of offering their hearty "Banzai" to Your Royal Highness. (Signed) MASAICHI NOMA, Sixth Junior Grade of the Court Order, Sixth Class of the Order of the Sacred Treasure, 19th February, 1906.

Prince Arthur replied:—Mr. Noma and gentlemen—I thank the Imperial Japanese subjects, residents in Hongkong, for the address of welcome they have been good enough to present to me to-day. I shall not fail to transmit to His Majesty the King of Great Britain the expression of welcome and goodwill contained in their address. The high honours of the reason of my journey to Japan, on the occasion of my visit there a most welcome one.

On the call of one of the Japanese community, cheers were enthusiastically given for His Royal Highness.

The ceremonies at Blake Pier being concluded the Prince proceeded to the State chair provided for him and was conveyed to Government House, with an escort. As he passed the Hon. Mr. Gerard Stewart called for three cheers for His Royal Highness and they were justly given. Hundreds of spectators in the stands and occupying positions in the buildings opposite—Hotel Mansions and St. George's Building—joined in the enthusiastic welcome accorded the young Prince and gave cheer after cheer for His Royal Highness as he boomed along the route to return His Excellency's visit. Cheers were called for also as the Prince passed the statue of his father, the Duke of Connaught.

THE ROUTE TO GOVERNMENT HOUSE. The route from Blake Pier was along the Praya to Murray Pier, thence to Des Voeux Road past the City Hall, skirting the Cricket Ground, and so by Queen's Road to Garden Road, past the Peak tramway terminus, and so on to Government House. This route was lined with troops in the following order:—

R. G. A.	170 men	340 paces.
R. E.	60	120
R. W. K.	100	200
R. K. S. B. R. G. A.	60	120
R. K. R. A.	20	40
19th Infantry	225	450
19th Baluchis	120	240
R. K. Volunteers	50	100

The Volunteers lining the route from the gate of Government House to the entrance to the house itself. During the time of the landing, presentation of addresses, and passing of the procession to Government House, the Band of the Royal West Kents played a number of selections on the New Parade Ground, the Band of the 12th Duke of Connaught's Own Baluchis, doing the same on the lawn at Government House, until the arrival of His Royal Highness, when they played the National Anthem. As the procession passed through the lines of troops the latter came to the salute until the Prince had passed, after which they sloped a mile, and remained in that position until the whole procession had passed, when on the "dimiss" being sounded the troops returned to quarters.

AT GOVERNMENT HOUSE. His Excellency the Governor returned to Government House from his official call upon His Royal Highness, arriving there exactly at 11 a.m. and being received with the usual salute from the Volunteers, the Band of No. 12th Baluchis playing the National Anthem.

The Hongkong Volunteers, 77 strong, were on the Government House Grounds, under the command of Major Pritchard, the other officers being Captain Skinner, Lieutenant Mowbray S. Northcote, Second-Lieutenant Gubbay, and Second-Lieutenant Kennett.

As the Prince entered the gate of Government House Grounds the Royal Standard was hoisted from the flagstaff surmounting His Excellency's residence, the signal of his approach having been given by the chattering and cheers of the spectators who had patiently lined the route to catch a glimpse of the King's nephew, the Band of the Baluchis, stationed on the lawn, bunting forth in the strains of the National Anthem.

On the arrival of His Royal Highness at the foot of the steps of Government House he received by His Excellency the Governor, Sir Matthew Nathan, who was accompanied by Captain Arthur Leslie, and Captain Smith, A. D. C.s, Mr. R. A. B. Posenby, Private Secretary, others present being the members of the Legislative and Executive Councils.

THE GARDEN PARTY. From 5.30 p.m. His Excellency the Governor was "at home" in the beautiful grounds of Government House, on the occasion of a

Garden Party, to meet His Royal Highness Prince Arthur. The Band of the Royal West Kents was in attendance on the lawn, and played a very well-selected programme of music. The general scene, when the function was at its height, was short and somewhat of its pristine gaiety and brilliancy, owing to the fact that the Governmental Court was in mourning and the ladies' costumes were, of necessity, of sombre hues.

THE CITY.

The Japanese flag was very much in evidence as was only right in the order of things, seeing that the Prince is on his way to their country with a high honour to their Emperor, their King, and among the private officers and flags displaying the Japanese and British ensigns side by side, were the Japanese Consul, the Nippon Yusen Kaisha, the Loyo Kien Kaisha, the Mitsui Bussan Kaisha, the Togo Store, and other Japanese shops, the Deutsche-Asiatische Bank in Queen's Road being very gaily decorated with festoons of bunting, evergreen, and the Japanese, British, and Dutch flags.

The mounds enclosing the works of the New Supreme Court, which were on the side of the route to Government House, were entirely hidden behind flowing draperies of bunting, which, the day being so bright and fine, had a very pleasing effect, and lent an added brightness to an already gay scene, for the red coats of the soldiers, and the bright dresses of the ladies who elected to choose their own vantage points from which to view the procession of His Royal Highness, all combined to give this part of the city a very gay and attractive appearance.

THE ARCHES.

The Chinese community in Hongkong are well represented by their own honour of Prince Arthur of Connaught. Every individual concerned in the decorations had done his best to make them a feature of the welcome. Especially in their erection of triumphal arches are the Chinese successful, and on this occasion they seem to have outdone previous efforts. In the middle of Queen's Road East with a dome towering over 100 feet high stands one of these works of art. Spectators stand in amazement at the triumph of labour there to be seen. This tower with its many stories in the upper part decorated with richly coloured matting, with gold paintings, while the lower part is covered with carved wood of a golden colour, while chandeliers are hanging from the ceilings. Coming along Queen's Road and moving westwards there is to be seen a very prominent arch just midway between the Central Market and the Clock Tower. This structure with its variegated colours and with the sun shining on it presented a most picturesque appearance to-day. At each corner hangs a large bell, which is continually rung. Just under the archway, and at both entrances hanging from the ceilings large cases of wax figures, these are repeated at the sides. The wax dolls with some of their faces painted are dressed in different colours of silk, while the corners of their dresses are studded with tinsel ornaments which present a sparkling appearance. At the side of the archway and in gold letters are inscribed "Welcome to Your Royal Highness. Good luck to you and may you live a long life of happiness."

Just west of the Central Market stands another imposing structure, which, although not quite so high as the previous one, is of the same design and picturesque, while pots of flowers in full bloom are placed on stands at the side and under the archway. The arch which spans the thoroughfare on Queen's Road West, near to the Brigade Station, is a very clever piece of work, and shows enormous attention to detail. A similar description of greeting to our Royal visitor hangs under the archway and there are large chandeliers which, when sparkling in the sun, give a very fine appearance to the whole. The sides are beautifully carved pillars in gold, and lower down the heads of dragons are also carved. Bangles hang around, their necks completing a picturesque and unique structure. Mention must also be made of the splendid carving of birds and flowers adjoining this arch. Following this route until well past the Clock Tower there are many of these structures of the same design, and colour, while there is another in Bonham Strand West. In Bonham Strand itself of welcome are several of these Oriental signs of welcome. And a glimpse of Des Voeux Road West shows that they have not omitted these charming and valuable tributes to Prince Arthur.

In Wing Lok Street, near the back of the Harbour Office an immense structure spans the thoroughfare completely constructed of coloured matting with dainty figures, painted thereon, while at the entrance of the Western market there is a similar erection.

A saloon, was reserved on the 12 o'clock boat from Victoria for the whole party, with the exception of Lord Redcliffe, who went in advance from London by the P. & O. steamer *Monopolia*, and they travelled via Dover and Calais to Harle. Lord Redcliffe joined them there. After the conclusion of the mission they will return to this country via the Pacific route and Canada.

The departure was characterised by a somewhat unusual lack of formality, the platform remaining open to the general public, and the Mission travelling by ordinary eleven o'clock boat express. A large crowd assembled, among those present to bid adieu being the Japanese Ambassador, who had a long interview with Prince Arthur previous to his leaving, Sir E. and Lady Egerton, Sir Thomas Sutherland, Admiral FitzGerald, and a number of other friends of members of the Mission. Previous to his departure Prince Arthur took leave of more intimate associates in the waiting room usually reserved for members of the Royal Family on such occasions. The Duchess of Argyll, who left Victoria by the same train, was Prince Arthur's travelling companion during the first stage of his journey. Her Royal Highness was bound for Egypt. The Duke of Argyll did not accompany the Duchess, but saw her off from the port of embarkation.

The Star and Garter of the Order which are being taken out for the Emperor are set with exquisite gems. Many other presents are being taken.

Prince Arthur Frederick Albert Patrick was born on 23rd January, 1883, so that he has just celebrated his 23rd birthday.

TO-MORROW'S PROGRAMME.

To-morrow (Saturday), the Royal party will proceed by sea to Deep Water Bay and will be entertained at lunch by the Royal Hongkong Golf Club. They will then proceed by chair to the hills to Happy Valley, and will be received and entertained on the polo ground by the Polo Club.

In the evening H. R. H. and party will proceed to the Kowloon theatre, where they will be entertained by the Chinese community. After dinner they will proceed along the route already indicated to view the illuminations in the Chinese quarter and also in the European quarter. They will then proceed to the Parade ground where a Baluchi and Khattak dance will be given by the 12th Lancers. Ticket holders to the dance will be admitted at 10 p.m. H. R. H. Prince Arthur of Connaught is to arrive at 10.15 p.m. The dance will last about three-quarters of an hour.

His Royal Highness will then go on to the harbour for, say, a quarter of an hour to view the decorations, and will be at the Hongkong Club at 11.45 to 12 o'clock. The committee of the Club to lunch at 1 o'clock.

Late train will leave at 12 (midnight), 12.15 a.m., 1 a.m., and 1.15 a.m. (1st inst).

SUNDAY AND MONDAY.

On Sunday, the 11th, Prince Arthur will lunch privately with the Duke of Connaught's Own Baluchis at Kowloon, and during the afternoon H. R. H. will visit the Peak. In the evening he will dine privately with H. E. Sir Gerald H. U. Norl.

On Monday, 12th, Prince Arthur will dine privately, with H. E. Major-General Villiers Hutton.

Owing to the death of His Majesty the King of Denmark, Prince Arthur will be unable to attend the races on the 11th and 13th and the ball at which it was proposed to entertain H. R. H. on a former date has been cancelled. H. R. H. and the Garter Mission to Japan will leave Hongkong early on Wednesday, the 14th instant, on board H.M.S. *Mermaid*, and are due to arrive at Yokohama on Monday, February 19th.

ROYALTY IN HONGKONG.

FORMER VISITS BY BRITISH PRINCES.

THE DUKE OF EDINBURGH.

INAUGURATION OF THE CITY HALL BUILDINGS.

Although it is only thirty-seven years ago since Hongkong first greeted a representative of the Royal Family of Great Britain and Ireland, a perusal of the events which occurred on that occasion leads the reader to fancy that he is concerning himself with matters which happened at a much remoter period. Hongkong was a comparatively new Settlement at that time. It was only twenty-eight years old. But already there were signs that Hongkong was to become the great distributing centre of the Far East. Its harbour was filled with shipping, from the stately sailing vessels which had rounded the Cape to the new-fangled steamers, which spoke of their five or six knots as one of the latest marvels of civilisation. Hongkong people were bound together by closer ties than they are today. They were a little community, which prided more of the character of a large family than anything else. And they received this Royal Highness, Alfred, Duke of Edinburgh, as a me suiger from Home.

THE "Q. LATEA."

The *Galatia*, commanded by the Duke of Edinburgh, was sighted passing through the Lyeemum Pass towards Hongkong harbour early in the morning of Sunday, October 31st, 1869. At eight o'clock the *Galatia* saluted the flag of Vice-Admiral Kestell, K.C.B., and the salute was returned by the *Galatia*. The vessel in the harbour had "dressed ship," and the majority of the houses on the water front were decorated with flags. The *Praya* was crowded with Chinese spectators. The *Galatia* anchored off Velder's wharf, and it was recorded that the triumphal arch which had been erected there formed a frame in which the warship appeared as a picture. And a fine picture it was, there in the blue waters and the morning sun shone brightly around her. The *Galatia* was a "magnificent ship," her tonnage was 3,247 tons and she had 800 horse power. When near she did the measured mile at a speed of 13 knots, the I.H.P. being 3,515. She had been engaged in quelling the insurrection in Jamaica, and destroyed the batteries at Cape Haitien after the loss of the *Bulwark*. Officers and crew numbered 300.

In the course of the forenoon the Duke of Edinburgh landed, accompanied by his suite and spent the day with His Excellency the Governor, Sir Richard Graves Macdonnell, O.B., and Lady Macdonnell, at Government House. Among the guests was that old veteran of the sea, who died recently at a very advanced age, Admiral the Honourable Sir Henry Kestell, K.C.B., who was previously the commanding officer of His Royal Highness.

AN OUTBURST OF LOYALTY.

The official landing of the Royal visitor was postponed until Tuesday, in order that merchants who were busy with their letters for the English mail, which was just about to leave, should not be inconvenienced. There were not half a dozen lines of fast steamers running to Europe in those days, and mail-day was an

occasion almost a festival. The people of Hongkong, however, illuminated the city on the Monday evening. All nationalities—European, American and Chinese—vied with each other in their attempts to express their loyal and kindly feelings towards the Sailor Prince. On Monday evening the Duke dined privately, and kindly evening the Duke dined privately, with Admiral and Lady Kestell, at Messrs. Jardine, Matheson & Co.'s mansion, at East Point. After dinner the new recruit to the city by water, but making a mistake in landing at the wrong wharf they had to crush and squeeze through dense masses of Chinese spectators before they reached the chairs which had been ordered to be in waiting. We are told by the chronicler of these events that all the inconvenience and fatigue caused by the jostling and crush were borne by His Royal Highness "with the greatest patience and good humour." On reaching their chairs, the party under the guidance of the Hon. Cecil C. Smith, Registrar General—now Sir Cecil Clementi Smith, who was for a time Governor of the Straits Settlements—visited the various places of interest for the purpose of witnessing the fireworks and illuminations. The appearance of the Sailor Prince and his company was the signal everywhere for shouts of "Long live the Prince."

ILLUMINATED HONGKONG.

The illuminations were on a most elaborate scale. Chinese lanterns abounded. From the harbour the city seemed to be a blaze of light and colour, extending from the P. and O. office in the west right along the *Praya*. The P. and O. office, in those days, was somewhere near the site now occupied by the Central Market. Messrs. Jardine, Matheson & Co.'s offices had a ship outlined in fairy lights over their premises, while the old Mint—which was afterwards disposed of to the Japanese—was a feature among the illuminations. Across at Kowloon—which seemed a day's journey away from Hongkong in those early times—could be seen the illuminations at the police station there. The few houses on the "Peak" were framed in lights, and Government House shone under the illumination of two thousand large Japanese lanterns. "There was a beautiful red cross on the top of St. Paul's College. On the *Praya*, the on standing decorations were those on the North German Consulate, and a magnificent design on Messrs. Russell & Co.'s house.

INTRODUCTION OF GAS.

The Clock Tower—now maligned by all the subjects of jests and jeers—was one of Hongkong's precious monuments. Designed by Mr. Richard N. Squire, B.E., it was the cynosure of Chinese eyes. Four thousand lamps of various colours shone in the outline of the structure, "giving it the appearance of being set with precious stones." Gas was just coming into vogue and the Post Office made use of gas in their illuminations. The new illuminations amazed the native population, "some of the juvenile members of which were seen placing their fingers in the burning jets, apparently for the purpose of ascertaining whether they were capable of producing the same sensations as those with which they were more familiar in their own humble dwellings."

AN AMUSING CONTRAST.

The Hongkong Club was distinguished by three immense lanterns, about which an amusing story was related. The manufacturer had determined to execute the order in first class style; he would construct lanterns of the size of balloons, and he did. He painted them beautifully and at last they were finished. But in building these lanterns the manufacturer had neglected to consider the size of his doorway and before they could be carried into the street the entire front of his dwelling had to be removed. At the Club Messrs. M. & Co. and British Arms were displayed. Messrs. "Sassop & Co." had a particularly effective illuminated design. In the centre appeared the *Galatia* under sail; over that were the words "Welcome to our Alfred!" and above there was a transparency of the "Star of India," a decoration which had been conferred on one of the members of the firm.

SOME DETAILS.

The building occupied by Messrs. Smith, Archer & Co. was covered with small Chinese lamps, with two large lanterns—one of the latter of which carried the emblem of the United States. Messrs. M. & Co. premises were distinguished by an illuminated portrait of Her Majesty Queen Victoria. Messrs. Heard & Co. had a novelty, the meaning of which could not be fathomed, although everybody understood the device. In the centre of their building was a large "green-back," for \$100,000 with allegorical figures representing Peace and Hope on either side. Among the other buildings mentioned in the account of the illuminated decorations were Mr. D. Ruttinger's house in Lynhurst Terrace, Messrs. Syde and Co.'s premises, Messrs. Birley & Co.'s building—illuminated by a brilliant gas war—Messrs. Laprak & Co.'s house and the offices of the Oriental and Chartered Banks. There was a transparency of the North German flag floating over the premises occupied by Messrs. Carlwiltz & Co., while many private houses were delicately decorated and illuminated for the auspicious occasion.

ARABIAN NIGHTS ENTERTAINMENT.

The Chinese quarter of the city presented a picture which seemed to have been brought straight from the "Arabian Nights." Hollywood Road along to the Man Mo Temple was a mass of colour. The gods of the Joss-house were illuminated. One street had a canopy of cloth stretched on poles. "Upended to this roof were boxes of figures representing human beings, which the Chinese were trying to identify the characters. One merchant had erected a platform in front of his premises, where some Chinese musicians—to quote the chronicler of that period, discoursed "their peculiarly melodious strains of Chinese music." In front of Kwok Tseun's house there was a large arcade, with a platform for Chinese singers. Even a little insignificant house in a by-lane, where the poorest people live, was illuminated with lamps and lanterns, the latter bearing a Chinese motto which signified—"the whole heaven is covered with glory."

HOMAGE TO THE SAILOR PRINCE.

There was a Chinese procession, with the Dragon, which pursued a sinuous course along the *Praya*. It was preceded by a number of cleverly-manufactured fish—some being nine feet long—lighted by candle flame. "The idea intended to be conveyed was that these children of the Ocean had assembled to pay their respect to members of a Royal Race, only persons of kindred blood being honoured by a visit from the Fishes followed by the Dragon. Chief. Another explanation that has been given is to effect that the Prince was so popular at sea that even the fish followed him on land."

THERE WAS A DISPLAY OF CHINESE FIREWORKS ON THE PARADE GROUND, WHICH ARE DESCRIBED AS HAVING BEEN THE LEAST SUCCESSFUL PORTION OF THE NIGHT'S PERFORMANCE.

RUOE CROWDS.

The streets were thronged with people, but we did not, although upwards of thirty thousand unknown people had arrived from the mainland to witness the festivities, crime of every description was below the usual average during the Prince's visit. Two hundred additional Chinese lads had been engaged by order

prevailed everywhere and "the remark was common that probably in no city in the world could the order and civility which distinguished the crowd be surpassed."

THE "LITTLE ADMIRAL."

Tuesday, and November, was fixed for the official landing, but before that took place an episode occurred which touched the hearts of all. The Duke of Edinburgh had served under Admiral Sir Harry Kestell. The gallant "Little Admiral" was going home by the mail steamer. He proceeded to the wharf at 8 o'clock in the morning and there he found the Duke of Edinburgh with a large number of officers from the *Galatia*—the Duke himself at the stroke of. The Admiral was rowed over to the steamer and when the brave old sailor proposed that His Royal Highness should go to the side of the Duke keeping to his role of stroke he insisted on Sir Harry mounting ahead of him. The sailor-officers, led off by the Duke, gave the Admiral three ringing cheers as they left. On every hand, this act of courtesy was applauded and people went about saying—"The Duke is every inch a prince! Nothing could have assured him a more cordial and enthusiastic welcome to Hongkong on his public landing."

THE OFFICIAL LANDING.

In connection with his official visit the Harbour Master, Mr. H. G. Thomsen, issued an invitation to the masters of the vessels in the harbour, to form a lane of boats through which His Royal Highness might pass to the *Galatia* to the pier. The shipmasters responded as one man, and the spectacle of the Royal barge, followed by the merchant galleys which fell in behind as the barge passed, was most imposing. Picturesque as a notice of the Duke's visit, it is a fair representation of the thanks of His Royal Highness for his reception by the merchant service. His Royal Highness was met at the wharf by His Excellency the Governor, who extended a hearty welcome to the Royal visitor. A State sedan chair—covered with yellow velvet embroidered with silver and furnished with a white silk canopy—was in waiting for the Duke and when His Royal Highness had taken his seat a procession was formed to the City Hall amidst the booming of guns and the cheering of the populace.

At the City Hall, the Duke was met by the Hon. W. Kewick, Chairman of the City Hall Committee, and escorted through the Museum, Library, St. Andrew's Hall and the theatre. There was a private entrance to the civil and military officials, and afterwards a general levee at which over three hundred gentlemen, representing various nationalities, were presented to His Royal Highness. His Excellency the Governor of Macao, Vice-Admiral de Sousa, was received with much cordiality and remained on the dais beside the Governor, Sir Richard Macdonnell, until the end of the Levee.

ADDRESSES OF WELCOME.

At the conclusion of the Levee, Mr. Thomas Pyke presented an address to His Royal Highness on behalf of the community of Hongkong, Mr. D. Ruttinger presented an address in the name of the Chinese community, and the Hon. Mr. Cecil C. Smith, Protector of Chinese and Registrar General, presented an address on behalf of the Chinese community. The Government Inspector of Schools followed and introduced the Government school-masters, who had an address, which took the form of a complimentary ode and was presented by Mr. Leung King-ham, who had been longest in the Government service. The address or ode was in Chinese. There was also an address from the City Hall Committee, presented by the Hon. Mr. Kewick of Messrs. Jardine, Matheson & Co., to whose liberality the Hongkong public are mainly indebted for the City Hall buildings. The City Hall was then declared open by His Royal Highness, and the party proceeded to Government House.

On the way they passed through streets lined by soldiers of the 20th Madras Native Infantry, and the Governor, called the Duke's attention to the fact that he was the first member of the Royal Family who had ever seen on actual duty any part of the Indian Army.

RECEPTION AT GOVERNMENT HOUSE.

There was a State luncheon at Government House, at which the leading civil, military and diplomatic functionaries were present, the members of Council, and the leading merchants in the Colony. A reception followed, at which about a hundred ladies in the Colony were presented to His Royal Highness by Lady Macdonnell. In the evening, selections of music were given by the military band, and songs were rendered by Government troops. The Dragon and fishes of the Chinese procession were paraded at Government House at the request of the Chinese community—a mark of homage which was highly appreciated.

The following forenoon was spent by the Duke in superintending the refitting of the *Galatia*, and in the afternoon he drove to the race course at Happy Valley.

FIRST THEATRICAL PERFORMANCE.

The first public performance in the theatre was given in honour of His Royal Highness. There was most distinguished gathering present. His Royal Highness was accompanied in the stage box by Lady Macdonnell, Mr. Richard Macdonnell and Mrs. Cecil C. Smith. H. E. the Governor of Macao, the Acting Chief Justice Pannetier, the Hon. E. C. York, and Mr. A. B. Craig. The performance was given by the Amateur Dramatic Club who staged "A Wonderful Woman." The actors did not play under their own names which is unfortunate for the German Club Concordia presented the farce "Benjamin in search of a father," a most amusing piece, we are told. The acting was admirable, and the Prince repeatedly joined in the applause.

OPENING BALL AT THE CITY HALL.

On Thursday, 9th November, a ball was given in the Prince's honour at the City Hall. The fountain was illuminated and over the entrance to the City Hall appeared a transparency of the *Galatia*. There was, as might have been expected, an enormous gathering, and the decorations were magnificent. At midnight the Duke's piper played the company into supper which was served in St. Andrew's Hall—they hadn't, evidently, realised how admirably the theatre serves as a supper room on such occasions. We read—"Those who were fortunate enough to secure the company of ladies for the banquet sat down at the well-lit tables, while a relay of expectant guests lined the room, waiting their turn with evident determination to do their duty as well as to be let." And further on we are told—"A novel sight for Hongkong was presented in the person of a powdered footman standing behind the Duke's chair, attired in the Royal livery. The manner in which he anticipated every want and identified himself with his Royal master must have been very striking to the numerous Chinese boys."

Several toasts were proposed. The Chairman the Hon. Mr. Kewick, gave "The Queen" and "The Prince and Princess of Wales." The Hon. Mr. H. B. Gibb proposed the health of "the Duke of Edinburgh," which was received with the utmost enthusiasm, and acknowledged by His Royal Highness. The Chairman gave the toast of the health of His Excellency the Governor, after which dancing was resumed.

CHINESE ENTERTAINMENT.

Nothing could exceed the spontaneity and brilliancy of the Chinese welcome, and their desire was most loyal and cordial, and they all did the Hongkong houses in their efforts to make the visit of His Royal Highness to Hongkong a memorable one. They engaged a first-class company of actors from Canton to give a performance for the benefit of the Duke at the Tung-Hing Theatre, Tai-ping-shan. The performance, it may be added, began on the 29th October and concluded on the 30th. It was assumed on the 29th and ended on the 30th November. The theatre was moved from top to bottom, it was decorated with a profusion of freshly-gathered flowers. The box in the gallery was reserved for His Royal Highness, while the audience obtained admission to the body of the house—the uniform charge for a seat being one dollar. On the evening of the 29th November the Duke of Edinburgh, His Excellency the Governor, Vice-Admiral Kestell, and a large party proceeded to the theatre. Although there were seats for over 3,000 people, standing room could not be obtained long before the performance began. The chief actor, attended by seven of his company, robed as statesman and prince, and two as princesses did homage to the Duke. A congratulatory address was recited, to which the other actors gave assent by the utterance of repeated squeaks the conventional Chinese mode of agreement on the stage. Then they bowed with great ceremony. The pieces staged were a historical drama, founded on the selection of a prime minister in ancient times, and a farce "A-lau selling his pig." The performance was an immense success.

VISIT TO CANTON.

A visit was paid to Canton on the 6th, His Royal Highness travelling by the *Kin-shan*, one of the Hongkong, Canton and Macao steamer line, for which Messrs. Messrs. Augustus G. Co. were the general agents. The Prince returned next day, and dined at Government House. The Canton visit does not seem to have been productive of much interest, for it is dismissed by the chronicler of the day in a couple of lines.

SIR PAUL CHATER AS CRICKETER.

The following day was spent by His Royal Highness in looking after the *Galatia*. The Hongkong clergy were received on board the *Galatia* on the 11th, and a cricket match was played between the United Services, composed of naval and military officers, including representatives from the Duke and the Hongkong Cricket Club. It is interesting to note that Mr. (now Sir) C. Paul Chater was one of the cricketers playing for the Hongkong Cricket Club. The individual scores are not given, but the United Services won by 50 runs, which, no doubt, pleased everybody. The match lasted two days, and distracted everybody's attention from business. In fact, Hongkong seems to have neglected business during the Duke's visit. The day closed with a banquet at Government House and a reception by Lady Macdonnell.

SHIPMASTERS' DEPUTATION.

The Duke of Edinburgh as Master of the Trinity House, received a deputation of shipmasters who presented an address. When they arrived at the *Galatia* the worthy captains were told that His Royal Highness was on duty at a court-martial, but they were invited to wait, which they did, filling in the spare time by attending their adherence to the flowing bowl. The Trinity flag was hoisted at the main and the shipmasters were roused to a great state of enthusiasm by the geniality of His Royal Highness. A bowls match was played in the Oriental Bowling Alley between the Hongkong Club and the *Galatia*. The latter won by 84 points—3,666 to 3,882. His Royal Highness played with great spirit. An entertainment was given to a numerous party on board the *Galatia* in the evening.

LORD CHARLES BEREFOORD AS MIMIC.

On Saturday, the 10th November, the officers of the *Galatia* gave an amateur dramatic performance. The Duke led the orchestra to everybody's delight. A farce was put on the boards, and a section from "The Yell" followed. The writers of the period cannot find adjectives strong enough to express their admiration for the histrionic ability of the players, or the excellent musical selections given under the Royal baton. "Crossing the Line," a burlesque, came after the Shakespearean play, and the gem of the evening proved to be Lord Charles Bereford's impersonation of Billy Bowline. "He looked the thorough sailor," we learn, "his doublet and breeches were of the most excellent quality. Lord Charles captured the heart of the Hongkong scribbles."

THE SECOND SUNDAY OF THE DUKE OF EDINBURGH'S VISIT WAS SPENT QUIETLY. THERE WAS A RECEPTION AND CONCERT AT GOVERNMENT HOUSE ON MONDAY EVENING.

VICTORIA PEAK THEN AND NOW.

During their stay His Royal Highness and suite, the Governor, Lord Charles Bereford and a host of others made an excursion to Victoria Peak. They admired Mountain Lodge, and His Royal Highness expressed his surprise that so wealthy merchant princes of the Colony had not realised their lives in the vicinity to the city of a position offering so bracing a climate in the hottest time of the year. The chronicler adds—"It is certainly difficult to account for the comparative neglect of such a spot as it takes only fifty minutes to reach it and less than thirty to return. The advantages of the site were, however, only recently demonstrated, and the excursion offered a splendid opportunity to the city. It is quite a modern boom, not even yet completed. The future of the Peak, therefore, is still to be developed, though we are not sanguine as to that it will supersede trips to Europe." Could the writer of these words see the Peak to-day, with its high-level tramway—with its another to come—and its numerous villas, he would wonder at the neglect of the site which has been brought about in thirty years.

The Duke of Edinburgh laid the first stone of a new choir for St. John's Cathedral on Tuesday, 16th November, in presence of a large company.

A TRUQUETFUL ACT.

Many costly presents and souvenirs were presented on behalf of the Prince to his Hongkong friends, and a sum of £150 was handed over for distribution to the poor, while the American warship *Trigault* was saluting the Royal Standard on the arrival of the Duke. The Duke left £50 as a donation to them.

FAREWELL.

At three o'clock on the afternoon of that day, the 10th November, 1869, the Duke, followed by all his household, drove to Padder's Wharf to embark on the *Galatia*. A lane of boats was formed from the wharf to the warship, and as the Duke stepped on board a Royal Salute thundered from the guns of the men-of-war in harbour and the shore battery. The harbour was "wreathed in the folds of a sulphurous canopy," as the poet rent under the clouds the eye caught glimpses of the sky. The French admiral, Comte de Camille Luchaire made his adieu, and shortly after four o'clock the Royal frigate left her moorings amid salutes of cannon, and the cheering of

ship's crew. Then the *Galatia* glided majestically out of sight through the Lyeemum Pass. The Duke carried off the State sedan chair, which he had used, as a trophy of his visit.

INTERESTING HISTORICAL MEMENTO.

An excellent chronicle of the Duke of Edinburgh's visit to Hongkong was compiled by the Rev. William B. Beach, who was then Colonial Chaplain and Canon of Victoria and much material for the foregoing account has been obtained from that journal. It is illustrated with photographs depicting Hongkong in 1869. People of today would hardly recognise the place. The Hongkong Hotel was on the water's edge; the offices occupied by Messrs. Hughes and Hough were directly over the water. The quay was laid with pavements, which the gills of the mercantile houses were swung at the close of the day. There is not a steam-launch to be seen in the harbour. The official account was published in 1870 by Messrs. Noronha & Sons, the Government printers, and is a very interesting souvenir of early Hongkong.

THE ROYAL PRINCES.

THE ROYAL PRINCES. FESTIVITIES FROM WHICH THEY WERE ABSENT.

On the 20th of December, 1881, Prince Albert and Prince George visited Hongkong while they were acting as midshipmen in the Fleet. The visit was quite informal, but the Royal Princes appear to have had a highly enjoyable time in Hongkong. They arrived on the *Beaumont*. Prince Albert Victor Christian Edward of Wales was then 17 years of age and his brother, the present Prince of Wales, was 16. A writer in the *Hongkong Telegraph* of that date described the life of the Princes on board ship. Prince Albert was represented as a quiet, pleasant and unassuming young gentleman while his brother was said to be more vivacious.

A ball was given at Government House in honour of the Princes but it is amusing to read: "The only regrettable circumstance in connection with the princely celebration provided by His Excellency was the apparently unavoidable absence of the young Princes, whose duties on board the *Beaumont* were of a character which the Admiral deemed advisable should not be neglected. We understand that an examination of midshipmen will be held to-day in which both the lads are engaged, and it was on this account alone that they—in common with most of the officers of the Detached Squadron—were conspicuous by their absence last night." The writer laughs at the excess of discipline which prevented the presence of the Princes at the ball, and says: "Some exception might have been made out of respect not only to Her Majesty's representative in the British Colony in the Far East but to the general community." Admiral the Earl of Clanwilliam thought otherwise, however, and instead of dancing with the fair and lovely ladies of Hongkong they had to put in their time over their studies. The ball was a great success, notwithstanding the absence of the King's son, but it must have been a case of Hamlet without the Prince of Denmark.

The Chinese quarters were illuminated and there was a Chinese dragon procession all of which the Princes failed to see. In connection with the illuminations it may be noted that to prevent against the possibility of fire the Brigade engines were posted along the *Praya* with steam up for any emergency. Thirty of the unemployed seamen of the Sultan Home were engaged to do duty with the Fire Brigade during the illuminations.

Afterwards there was a regatta, cricket matches and a subscription ball, at which the Princes attended.

The Princes left some time afterwards but when does not appear from the newspapers of that date.

ANOTHER ROYAL VISIT.

DUKE AND DUCHESS OF CONNAUGHT. INAUGURATION OF THE PRAYA RECLAMATION.

It was on the 31st of March, 1890, that the second Royal visit was paid to Hongkong. His Royal Highness the Duke of Connaught had relinquished his post of Commander-in-Chief of the Indian Army, and accompanied by the Duchess was proceeding home by way of China and Canada. Their Royal Highnesses travelled by the P. and O. Steam Navigation Company's ship the *Kaituma* from Bombay. They had anticipated reaching Hongkong on the 29th of March, but the ship was delayed, of course, was not to be outdone by the southern ports, and great preparations were made to offer a reception worthy of the Colony to the Royal visitors. The impression made by the visit found expression afterwards in various ways; the *Praya* was named Connaught Road and in many ways the residents showed their loyalty and attachment to the reigning Duke and Duchess. The *Kaituma* was a sailing boat. I kept the people in Penang on tenterhooks lest it should not appear at that port at all and when it did finally come in sight it was so late that most of the preparations made by the community had to be rearranged.

A FALSE ALARM.

A telegraphic message had been received from Singapore stating that the *Kaituma* might be expected at Hongkong on the 29th of March, and was accordingly declared a public holiday. From early morning there were watchers keeping an anxious lookout for the *Kaituma*. At 7 a.m. a steamer was signalled eleven miles off Hongkong and subsequently the gun was fired announcing the arrival of a mail steamer. The people of Hongkong at once came to the conclusion that the *Kaituma* was the Duke and Duchess of Connaught on board, was entering the harbour and they rushed to the *Praya*. The military got under arms, the police took up their stations and hundreds of people lined the streets through which it had been announced the Royal procession would pass. It was a false alarm. The steamer that had been signalled was the *Frederick*, an extra vessel belonging to the P. and O. Company, and it was then learned that the gun had been fired to announce the arrival of the American mail by the steamship *China*. The residents were consumed with chagrin, but they hung about the wharves expecting every moment to hear the booming of the gun which would proclaim the sighting of the *Kaituma*. Some went about their business as usual, others went to the wharves to see the ship. A select party invited to meet the Duke and Duchess at Government House. The luncheon was ready, but there was nobody to eat it. So angry was the populace that the *Kaituma* was dubbed the "Kaituma-Behind." As noon passed and there was no sign of the Royal visitors, it was feared that the vessel would not arrive until the following day, and that all the preparations would have to be rearranged. The weather was boisterous, the wind rising, and the sea running high.

SIGNALLED AT LAST.

Shortly after 2 p.m. however, a second gun was fired to announce that another mail steamer was in sight, and to everybody's satisfaction, this proved to be the *Kaituma*. Once again the crowds look up their

position along the quays to the City Hall where it had been arranged. Their Royal Highnesses then received an address of welcome from the community of Hongkong. As half-past two Mr. W. M. Deane, the Acting Colonial Secretary, Lieut. Thorburn, A. D. C. to the Acting Governor, and Mr. J. H. May, private secretary, proceeded in a launch to meet the incoming steamer. They reached the *Kaituma* before she had entered the harbour and were taken aboard.

The residents who had received invited on to be present at the landing stage when that Duke and Duchess arrived began to assemble about 1 p.m. The *Kaituma* was accompanied by H.M.S. *Impresso*, the flagship of the China station at that time, boomed a Royal salute in honour of the visitors. The other men-of-war in the harbour followed suit. Vice-Admiral Sir Norvell Salmon had arranged that the *Kaituma* should anchor at the quay specially reserved for transport ships, and the launch from Green Island to the ship was kept clear for the P. and O. boat.

IMMENSE CROWDS.

The approach of the *Kaituma*, which flew the Royal standard and was bedecked with flags from stem to stern, was marked by the continual firing of big guns. The crowd along the route of the procession was packed like herrings together. A guard of honour under Captain Paterson was stationed at the wharf while the volunteers, under Captain McCallum were in the vicinity. The road was lined with troops from the wharf to the City Hall. The *Kaituma* was accompanied by about four o'clock. Mr. F. Fleming, the Acting Governor, was on the pier awaiting their Royal Highnesses, who came ashore by the launch *Victoria*, which was gallily decorated for the occasion.

It will be remembered that when the Duke of Edinburgh visited Hongkong the Royal barge, passed through a lane composed of galleys from the mercantile vessels in the harbour—the lane extending from *Galatia* to the wharf. It does not appear that the Harbour Master issued a similar invitation to the shipmasters of the mercantile marine when the Duke and Duchess of Connaught visited at Hongkong—although the shipmasters of an earlier day had been specially complimented by the Duke of Edinburgh on their smart appearance. As a matter of fact, the *Kaituma* was accompanied by a line of galleys from Her Majesty's ships in the harbour. All the naval vessels, manned their yards and the Band of H.M.S. *Impresso* played the National Anthem.

The Duke and Duchess of Connaught were accompanied by Sir John Mc. Col, Colonel and Mrs. Caye, and Dr. Kilkelly. The Duchess crossed the gangway first, followed by Mrs. Caye and the Duke. The Acting Governor welcomed their Royal Highnesses to the Colony and a little girl of seven years, the daughter of Captain Robertson, staff commander of H.M. Nav. Yard presented the Duchess on behalf of the Reception Committee, with a beautiful bouquet of flowers.

PROCESSION TO THE CITY HALL.

The procession to the City Hall then started. Along the route, triumphal arches had been erected while the public buildings and the offices of the large firms were decorated with flags, and the streets were lined with troops. The City Hall, their Royal Highnesses were conducted to the dais, being accompanied by the Acting Governor, Admiral, and Lady Salmon, Major-General Edwards and Mrs. Caye.

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